**Exhibit 43: Land Use Diagram** *(Located in the Map Pocket of this Document)*

# *Section VII — Growth Management*

***This section contains four of the State-mandated elements of the General Plan: Land Use, Public Safety, Transportation and Noise. It also incorporates the City's adopted Housing Element and summarizes its goals and policies.***

# A. Land Use Element

The Land Use Element "*designates the proposed general distribution and general location and extent of uses of land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land, ... [includes] a statement of the standards of population density and building intensity recommended for various districts and other territory covered by the plan ... [and identifies] areas covered by the plan which are subject to flooding ...*" *(Government Code Section 65302.(a))*.

Open space, agriculture, and natural resources issues are also discussed in the Conservation section. Recreation and education issues are also addressed in the Community Enhancement section. Lands subject to flooding are discussed in the Public Safety Element and are identified in Exhibit 7 (Page ? - ?).

Each subsection of this Element lists goals, policies and recommendations for implementation. Goals describe a desired state of affairs for the future. They are broad public purposes toward which policies and programs are directed. Policies are statements of government intent against which individual actions on decisions are evaluated. Recommendations for implementation propose specific actions which Riverside may choose to take in achieving the goals of the General Plan.

## 1. Land Use

The Land Use Element is designed to plan sufficient land for commercial, industrial, residential and public uses to meet the needs of the growing community; locate these uses appropriately to enhance community character; preserve important natural resources; and enable the City to efficiently provide adequate public services to the future community. This Element includes the Land Use Diagram *(Located in the Map Pocket of this Document)* which indicates future land uses for all locations within the General Plan Area. This Element also establishes policies to provide for water, wastewater treatment, and storm drainage facilities, as well as solid and hazardous waste management.

**Key Land Use Element Issues**

Accommodation of Growth in Accordance with Community Goals. The Land Use Element establishes a planned pattern for the development of the City for the next twenty years, and beyond. It reflects the City's historical development patterns and the new development occurring today. It also provides a long-range vision of the types of future developments which may enrich the lives of Riverside's citizens. The Element provides an overview of what Riverside should become in the years ahead and acts as a guide for informed decision-making in development matters.

Development Guidance. The Land Use Element provides direction for developing individual properties according to the community's vision for its future. As a result, these individual developments should fit into the overall development pattern described in this Plan.

Timing. Following a plan, the City can establish programs to achieve its goals in a logical, incremental and efficient manner. This Element provides the basic blueprint for growth over the next twenty years; the City can use it as the basis for implementation programs to stage and time the construction of public facilities.

Community Viability. One of the primary strengths of Riverside is its varied, high quality, and livable neighborhoods. The General Plan recognizes the importance of these neighborhoods and uses them as the basic building blocks for the land use plan of the entire City.

Airport Impact. The Riverside Municipal Airport is a significant public facility. Due to its location, it affects a large, urbanized part of the City. It is vital that land uses around the airport be designated and arranged so that this facility can fulfill its existing and planned function in the community with as few negative effects as possible.

**Preferred Land Use Scenario**

In evaluating alternatives for the growth of this community, several land use patterns or scenarios were considered. Following discussion by the Citizens' Advisory Committee and an analysis of the primary Plan Alternatives, a Preferred Alternative was selected and endorsed by the City Council. This alternative, known as the "*Quality City*", is depicted graphically in the Scenario diagram shown in Exhibit 39 (Page ? - ?); its major land use characteristics are listed in Exhibit 38 (Page ? - ?).

The Scenario diagram provides a highly generalized depiction of the intensity of development planned for the General Plan Area. This diagram is not to be confused with a depiction of either future zoning or the Land Use Diagram *(Located in the Map Pocket of this Document)*. It utilizes five development intensity classes, each of which is described below.

Rural/Non-Urban identifies land which is to be retained for the lowest intensities of development. Large residential lots, agriculture and open space uses all characterize this type of development.

Semi-Rural/Low Intensity Urban is intended primarily for large lot residential uses. It also encompasses some very limited types of commercial, institutional, and recreational uses, largely in support of the adjacent residential community. Residential development consists primarily of single family lots of one-half acre or larger.

Moderate Intensity Urban provides for the typical urban single family residential densities, generally four to eight units per acre. Relatively low density apartment projects and neighborhood shopping centers also are consistent with this category, as are neighborhood scale institutional uses and neighborhood or community parks.

High Intensity Urban provides for a full range of residential developments, including apartments. Commercial and industrial uses, such as regional shopping centers, professional and business offices, manufacturing facilities, and institutional uses, are also consistent with this category.

Downtown Core is the final class used in the Preferred Plan Scenario. This designation, used in the existing Downtown area and in areas planned for Downtown expansion, provides the highest intensity of development in the General Plan Area. A wide variety of uses, including high density office, residential, government, cultural, visitor commercial and institutional activities, are compatible with this class. More intense FAR ranges shall be provided in the Downtown Subarea which is in keeping with the "*Quality City*" vision statement and major planning concepts.

This scenario, and the General Plan Concept Diagram shown in Exhibit 3 (Page ? - ?), establish the broad framework for future development in Riverside. They depict the general intensity of development to be anticipated in each area, and identify important focal points around which each neighborhood can grow.

**General Plan Land Use Diagram**

Beginning with these conceptual presentations of future development intensity areas, a more detailed analysis of existing and planned development was completed to prepare a detailed Land Use Diagram. The Land Use Diagram, Exhibit 43, is found in the map pocket at the end of the General Plan document. It shows the specific land use categories that apply to all lands contained within the General Plan Area. This diagram, together with the goals and policies contained in the General Plan text, establishes the City's policy direction and acts as a guide for decisions affecting the City's future development. The official copy of this diagram is on file in the City Planning Department; it provides the definitive reference for use in determining precise land use designation boundaries.

Exhibit 44 (Page VII - 6) lists the land use categories used in this Land Use Diagram *(Located in the Map Pocket of this Diagram)*. In each case, the exhibit gives a name and numerical identifier for a land use category. This exhibit highlights the principal uses anticipated in each category. For most categories, these fall within one of the major use types: residential, commercial, industrial, public or non-urban. There are, however, certain categories, used in the Downtown and at selected other locations, that provide for a mix of these use types. The range of uses anticipated in each category are described in greater detail below.

## Exhibit 44: Land Use Categories[1]

| # | Designation | Typical[2] Density/Intensity | Maximum[3] Density/Intensity | Policy Intent[4] |
|---|---|---|---|---|
| | | **Residential** | | |
| 1 | Agricultural and Rural Residential | .20 DU/ACRE | .20 DU/ACRE | Associated single family residential use on large agricultural/citrus holdings/open parcels. |
| 2 | Hillside Residential | .20 DU/ACRE | .63 DU/ACRE | Residential development in hillsides with slopes over 15%. |
| 4 | Estate Residential | 1 DU/ACRE | 2.50 DU/ACRE | Single family, low density residential development. |
| 5 | Semi-Rural Residential | 1.50 DU/ACRE | 2.50 DU/ACRE | Single family residential with livestock on premises; rural character. |
| 6 | Low Density Residential | 3 DU/ACRE | 5 DU/ACRE | Single family houses on moderately large lots. |
| 7 | Medium Density Residential | 4 DU/ACRE | 6.50 DU/ACRE | Single family houses on standard urban lots. |
| 8 | Medium High Density | 12 DU/ACRE | 15 DU/ACRE | Predominantly low density apartments, duplexes, or cluster development. |
| 9 | High Density Residential | 20 DU/ACRE | 25 DU/ACRE | Apartments. |
| | | **Commercial/Industrial/Office** | | |
| 10 | Retail Business and Office | .30 FAR | .50 FAR | Moderate intensity office, indoor commercial uses and visitor commercial. |
| 11 | Service Commercial | .15 FAR | .30 FAR | General office and retail uses developed to only moderate aesthetic standards. |
| 12 | Commercial Centers | .40 FAR | .50 FAR | Regional, Community and Neighborhood Shopping Centers. |
| 13 | Automotive Park | .30 FAR | .35 FAR | Concentration of motor vehicle sales and service. |
| 14 | Industrial/Business Park | .40 FAR | .50 FAR | High quality businesses and industry - strict design standards. |
| 15 | Light Industrial | .20 FAR | .50 FAR | Includes uses such as less intensive manufacturing and warehousing (17.4 emp/ac.) |
| 16 | General Industrial | .25 FAR | .50 FAR | Includes such uses as construction yards, heavy manufacturing and factories (7.6 emp/ac.) |
| 17 | Low Rise Office | .50 FAR | .50 FAR | One to three story professional office (114 emp/acre). |
| 18 | Mid-Rise Office | 1.15 FAR | 1.50 FAR | Four to six story professional office (250 emp/acre). |
| | | **Non-Urbanized/Community Support** | | |
| 19 | Public Parks | NA | NA | Publicly owned and managed open space and recreation facilities. |
| 20 | Other Recreation | NA | NA | Includes private and public golf courses, equestrian centers, and health clubs. |
| 21 | Agriculture | .20 DU/ACRE | .20 DU/ACRE | Land designated for agricultural production. |
| 22 | Natural Resources Open Space | NA | NA | Environmentally sensitive open space that includes hillsides, arroyos and wildlife habitat. |
| 23 | Public Facilities and Institutions | NA | NA | Includes educational facilities, fire stations, libraries, and hospitals. |
| | | **Mixed Uses** | | |
| 24 | Mixed Use Residential | 40 DU/ACRE | Unlimited | Predominantly residential apartments with some office and retail. |
| 25 | Mixed Use Office | 2.00 FAR | 4.00 FAR | Predominantly office and commercial with some residential use. |

*Notes* *NA: Not Applicable*

*[1] Within the Downtown Inset area of Exhibit 43 (Located in the Map Pocket of this Document) westerly of the Riverside 91 Freeway, the typical and maximum FAR intensities shall be 2.0 and 5.0 respectively.*
*Developments in excess of six stories may be appropriate, particularly in high intensity areas such as Downtown, as determined by the variance or zoning process.*
*Land uses which have a lower density or intensity than that indicated as "typical" are nonetheless deemed as consistent with the General Plan.*

*[2] Typical - Those densities which are likely to be achieved through normal development.*

*[3] Maximum densities may be exceeded pursuant to State housing law.*

*[4] This chart highlights primary uses anticipated in each category; the detailed descriptions of land use categories on the following pages provide complete explanations.*

Each land use category establishes an allowable range of development intensity. For residential categories, this intensity is expressed in terms of Dwelling Units per Acre (DU/A); for non-residential uses, the intensity is expressed in terms of a Floor Area Ratio (FAR). Calculation of these intensities is illustrated in Exhibit 45 (Page VII - 7).

For residential land use categories, population density is calculated by considering density (DU/A) and 2010 household size. Varying household size assumptions were used to reflect the typically smaller households in higher density residential units. Overall, the household size averaged 2.58 persons per household, comparable to SCAG's estimated 2010 household size for Riverside of 2.55. These figures are somewhat lower than the 1990 census average of 2.82 people per dwelling unit to reflect continued declines in household size.

Exhibit 44 (Page VII - 6) lists a typical development intensity and a maximum development intensity for each land use category. The typical intensity reflects the actual overall level of development expected to occur in these areas. The City may approve projects reaching maximum densities or intensities when those projects reflect exceptionally high quality planning and employ strict design standards. Such projects will be proposed through rezoning to a Planned Residential Development (PRD) zone or through other similar processes. In accordance with State law, density bonuses for eligible affordable housing projects will be added to the maximum densities permitted in Exhibit 44 (Page VII - 6). In exceptional cases, maximum FAR's may be exceeded (See Policy 40.9). Land uses which have a lower density of intensity than that indicated as "typical" are nonetheless deemed as consistent with the General Plan.

The Land Use Diagram *(Located in the Map Pocket of this Document)* identifies five geographic areas for which Specific Plans are currently being prepared. The General Plan will be amended as necessary to adopt these specific plans. The areas currently under study include the "River Ranch" property and the La Sierra University campus (both in the La Sierra Community), as well as the industrial and Public Utilities Department lands of the Northside Community. Until these new specific plans are adopted, the land use categories shown on the Land Use Diagram, reflecting present City policy, apply to these areas. With regard to land located within an area affected by an existing approved Specific Plan, the General Plan shall not be interpreted to apply or impose development restrictions, conditions or standards different than or in addition to those restrictions, conditions or standards found within the applicable approved Specific Plan.

**Exhibit 45: Calculation of Development Intensity and Density**

Non-residential Intensity Measured as a Floor Area Ratio (FAR):

$$FAR = \frac{\text{Square Feet of Floor Area}}{\text{Square Feet of Site}}$$

For example:

$$FAR = \frac{\text{20,000 square feet. Floor Area}}{\text{80,000 square feet. Site Area}} = 0.25$$

Residential Density Measured as Dwelling Units per Acre (DU/A):

$$DU/A = \frac{\text{Number of Dwelling Units}}{\text{Number of Acres of Site}}$$

For example:

$$DU/A = \frac{\text{100 Dwelling Units}}{\text{25 Acres}} = 4 \text{ DU/A}$$

**Land Use Categories**

The Land Use Diagram *(Located in the Map Pocket of this Document)* utilizes twenty-five (25) land use categories. These land use categories are organized according to four primary land use types: Residential, Non-Residential, Non-Urban/Community Support and Downtown Core. The individual categories are described below. The Land Use Diagram graphically depicts the community's current perception of where various uses should be located over the life of the General Plan. The Land Use Diagram may be revised periodically to reflect changed City policies and conditions; revisions to the Land Use Diagram occur by amending the General Plan.

The land use categories do not necessarily reflect current zoning. The official City Zoning Map is a separate document that depicts the current zoning of all land in the

City of Riverside. Adoption (or amendment) of the Land Use Diagram does not change the zoning of any property.

**Residential**

Residential land use categories apply to land that is primarily used for residential purposes. The density of residential developments is expressed in dwelling units per gross site acre. Clustering and other techniques may be used within any one of these land use categories, as long as the overall project density remains within the allowable range. Lower density residential property may provide for agricultural uses; recreational uses such as golf courses may also be proposed within residential categories.

Agricultural and Rural Residential. This category allows for large lot single family residential development in association with continuing agricultural uses and on largely undeveloped land. It also provides for clusters of residential units within areas maintained for agricultural or open space use. Under this category, residential developments do not exceed 0.2 dwelling units per acre (one unit per five acres).

Hillside Residential. This category allows for residential development on hillside parcels which generally have natural slopes of 15% or more. Typical densities for this category are 0.5 DU/AC to a maximum of 0.63 DU/AC for parcels having average natural slopes of 15-30% and typical densities for parcels having an average natural slope of 30% or greater is 0.2 DU/AC to a maximum of 0.5 DU/AC[1].

Estate Residential. This category provides opportunities for the creation of single family estate neighborhoods, with low development densities maintained, but with design standards used to ensure high quality development. Development can occur at up to 2.5 dwelling units per acre, although typical development is at a density of one dwelling unit per acre. Urban levels of service should be provided as development occurs in these areas.

Semi-Rural Residential. A somewhat rural character is preserved in residential areas developed under this category even though the typical density (1.5 DU/A) is slightly higher than for Estate Residential. The rural character of these areas includes the ability to keep livestock as an ancillary use on residential parcels. The density of development under this category is a maximum of 2.5 dwelling units per acre. Most urban services should be planned for these areas, although the desired rural character may dictate the use of different standards for such features as street improvements.

Low Density Residential. Single family residential development at typical densities of 3 DU/A (to a maximum of 5 DU/A) is permitted under this category. Urban development standards apply and urban services should be provided as development occurs in these areas.

[1] Densities greater than the typical can be considered under a planned residential development application. Where existing or proposed parcels have an average natural slope of 30% or greater, maximum densities will be difficult to achieve.

Medium Low Density Residential. This category provides for single family residences at 4 dwelling units per acre, with a maximum density of 6.5 dwelling units per acre in planned developments of superior design. Urban development standards apply and urban services should be provided as development occurs in these areas.

Medium High Density Residential. The typical density in this category is 12 DU/A. The category provides for duplexes, attached residential units, garden apartments, and other similar planned residential developments. The maximum residential density is 15 dwelling units per acre under this category. Urban development standards apply and urban services should be provided as development occurs in these areas.

High Density Residential. This category is used to denote the highest residential densities permitted outside the Downtown area, with a typical development density of 20 DU/A. This category is primarily intended for higher density multi-family developments, such as apartments and condominiums. The maximum density for this category is 25 dwelling units per acre. Urban development standards apply and urban services should be provided as development occurs in these areas.

**Non-Residential**

These land use categories identify areas planned for office, retail commercial and industrial use. These categories contain typical and maximum floor area ratios (FAR) which indicate the intensity to which a property may be developed. A FAR of 1.0, for example, would indicate that a site is developed with one square foot of building for each one square foot of land area. Due to required setbacks and parking areas, typical commercial, office or industrial development in Riverside rarely reaches an FAR of 1.0 unless structures exceed three stories. Urban development standards apply and urban services should be provided to developments in each of the following categories.

Retail Business and Office. This land use category allows for retail shops, services and other similar commercial development intended to serve an adjacent neighborhood. It also provides for low to moderate intensity office uses and for some visitor-serving commercial development. The typical development intensity for this category is a 0.3 Floor Area Ratio (FAR); the maximum development intensity is a 0.5 Floor Area Ratio (FAR). In the Downtown Subarea, the average development intensity is a 2.5 Floor Area Ratio (FAR); the maximum development intensity is 5.0 Floor Area Ratio (FAR).

Service Commercial. This category provides development opportunities for convenience stores, service stations and other "heavier" commercial uses that tend to be on independent sites and in locations less sensitive to aesthetic concerns. Limited outdoor activities and wholesaling are also permitted. The typical FAR for this category is 0.15; the maximum FAR is 0.30.

Commercial Centers. This land use category is used to indicate locations for major retail shopping centers, such as neighborhood and community shopping centers and regional malls. Developments in this land use category have a typical development intensity of 0.40 FAR and a maximum development intensity of 0.50 FAR. Project design guidelines support developments with consistent building design and with site plans which coordinate landscaping, site access and parking.

Automotive Park. A concentration of motor vehicle sales and services occurs in this category. It is used in only two locations in the Riverside General Plan Area — the Riverside Auto Center and the proposed Motor Faire in the Sycamore Canyon Business Park area. The typical FAR for this development is 0.30; the maximum FAR is 0.35. Development standards in these areas should support continuing auto-related development.

Industrial/Business Park. High quality business and industrial parks are included in this development category. Strict design standards are applied to these developments, with a typical FAR of 0.4 and maximum FAR of 0.5.

Light Industrial. This land use category is intended for a variety of lighter industrial uses. These uses typically involve fewer impacts on the surrounding areas, in terms of noise, fumes, nuisances and hazards, than do the uses described under General Industrial. They include such uses as warehousing, wholesale sales and distribution, and light manufacturing. Some related office uses also occur in this use type. While the nuisance impacts of these industrial uses are not as great, the impacts on infrastructure may be higher because these Light Industrial uses may have a relatively high number of employees per acre. The typical FAR for Light Industrial is 0.2. The maximum FAR for Light Industrial is 0.5.

General Industrial. This land use category allows for a relatively wide range of industrial uses, including heavy manufacturing, construction yards, and support retail commercial. These uses may have safety, nuisance or environmental effects which make them undesirable neighbors to residential areas. They should also be located near or adjacent to major transportation facilities (such as rail lines and freeways). Design standards focus on minimizing the effects of these uses on surrounding development. There are typically fewer employees per acre in General Industrial developments than in Light Industrial or Industrial/Business Park areas. The typical FAR for General Industrial is 0.25. The maximum FAR for General Industrial is 0.5.

Low Rise Office. This category allows for office developments of one to three stories, with a typical (and maximum) FAR of 0.50. This office category is used where office development can be identified as a use distinct from surrounding retail uses. Generally, low rise office may be appropriate at intersections of collectors, along arterials, and in transitional areas adjacent to existing residential areas.

Mid Rise Office. Four to six story business and professional offices are consistent with this land use category. This higher intensity use allows for a typical intensity

of 1.15 FAR and a 1.5 maximum FAR. This category recognized that in certain instances development in excess of six stories may be appropriate, particularly in high intensity areas such as the "Downtown Core" as determined by the variance of zoning process. In the Downtown Subarea, the average intensity is 2.5 FAR and the maximum is 5.0 FAR.

**Non-Urban/Community Support**

Development in these land use categories support the needs of people living and working in Riverside by satisfying safety, recreational, open space, health, cultural and educational needs. This group also includes uses providing general governmental services to the City.

Public Parks. Neighborhood, community, regional and State parks and open spaces that are publicly owned and managed for the benefit of the general public are shown with this category.

Other Recreation. This land use category includes such uses as golf courses (public and private), country clubs and equestrian centers. They have low intensity development patterns with substantial areas of open space. This category also includes other large-scale privately owned recreation facilities such as amusement parks, but excludes large indoor uses like bowling centers and health clubs.

Although these uses also serve the recreational needs of the Riverside community, they are not in public ownership (except for public golf courses). They may not be available to non-members or may not be used by a substantial segment of the general public. Since these facilities are privately owned, they are not considered in the City's evaluation of recreational needs and provision of public recreational facilities.

This category is used to show existing recreational facilities; new private recreational facilities may be proposed as part of developments in any land use category shown on the Land Use Diagram *(Located in the Map Pocket of this Document)*.

Agriculture. Land planned primarily for agricultural production, generally in land holdings of ten or more acres, is shown in this category. The Agriculture chapter of this Plan's Open Space Element provides a more detailed discussion of the areas within this category. It permits residential densities of up to 0.2 dwelling units per acre (one dwelling unit per 5 acres).

Natural Open Space. Areas of undeveloped open space, such as hillsides, arroyos, and wildlife habitat areas are included in this land use category. The intent of this designation is to generally preclude development or construction within these sensitive areas; for development purposes, allowed intensity of development credit for natural open space shall be the same as allowed for adjacent designation(s) on the same parcel. In flood plain and watercourse areas this designation shall apply to the land within the "100-year" flood plain plus the first 100 feet of adjacent slopes which

have a steepness of less than 10% and the first 50 feet of adjacent slopes of 10% or steeper.

Public Facilities and Institutions. Includes large-scale private institutions, governmental offices and complexes, educational facilities, fire stations, libraries, and hospitals.

**Mixed Use Developments**

These categories apply in special areas of Riverside — those activity centers that are planned for a mix of residential, non-residential and public uses. Such mixed uses presently exist in the Downtown area; this pattern is continued in Downtown as part of the City's efforts to support a vital downtown. These categories may also be used to a limited extent at other locations in the community, such as adjacent to future commuter rail stations. Special zoning and design review is essential to the success of such mixed use areas.

Mixed Use - Residential Emphasis. This category provides for very high density residential development at typical densities of 40 DU/A. Residential development may be approved at any density in these areas. Office and retail uses are also allowed as secondary uses in developments proposed in this category, in order to provide opportunities for ground-floor commercial use in high-rise residential structures.

Mixed Use - Office Emphasis. This land use category provides for a mix of high rise office and commercial uses, with some additional residential use. Typical development intensity is 2.0 FAR. The maximum FAR for this category could reach 4.0. In the Downtown Subarea, the typical development intensity is 2.5 FAR and the maximum is 5.0 FAR.

**Development Potential of Land Use Diagram**

The amount and location of planned future development in Riverside is directly related to the mix of land uses shown on the Land Use Diagram *(Located in the Map Pocket of this Document)*. Exhibit 46 (Page VII - 14) lists the acreage and the percentage of the General Plan Area allocated for each land use category. These figures are the basis for calculating future population and employment potential.

## Exhibit 46: Planned Land Uses

| | Land Use Category | Gross[1] Acreage | Percent of General Plan Area |
|---|---|---|---|
| | **Residential** | | |
| 1 | Agricultural and Rural Residential | 6739 | 9.70% |
| 2 | Hillside Residential | 8670 | 12.48% |
| 4 | Estate Residential | 5075 | 7.30% |
| 5 | Semi-Rural Residential | 1511 | 2.17% |
| 6 | Low Density Residential | 2876 | 4.14% |
| 7 | Medium Density Residential | 14667 | 21.11% |
| 8 | Medium High Density | 833 | 1.20% |
| 9 | High Density Residential | 1904 | 2.74% |
| | **Commercial/Industrial/Office** | | |
| 10 | Retail Business and Office | 2235 | 3.22% |
| 11 | Service Commercial | 222 | 0.32% |
| 12 | Commercial Centers | 519 | 0.75% |
| 13 | Automotive Park | 277 | 0.40% |
| 14 | Industrial/Business Park | 4309 | 6.20% |
| 15 | Light Industrial | 528 | 0.76% |
| 16 | General Industrial | 955 | 1.37% |
| 17 | Low Rise Office | 440 | 0.63% |
| 18 | Mid-Rise Office | 215 | 0.31% |
| | **Non-Urbanized/Community Support** | | |
| 19 | Public Parks | 2753 | 3.96% |
| 20 | Other Recreation | 546 | 0.79% |
| 21 | Agriculture | 4559 | 6.56% |
| 22 | Natural Resources Open Space | 5308 | 7.64% |
| 23 | Public Facilities & Institutions | 4166 | 6.00% |
| | **Mixed Uses** | | |
| 24 | Mixed Use Residential | 62 | 0.09% |
| 25 | Mixed Use Office | 122 | 0.18% |
| | **Sub-total Residential[2]** | **42337** | **60.92%** |
| | **Sub-total Employment[3]** | **13988** | **20.13%** |
| | **Sub-total Parks/Ag Lands/Open Space** | **13166** | **18.95%** |
| | **Totals** | **69491** | **100.00%** |

*Notes:* [1] *Includes Rights-of-Way*
[2] *Includes Mixed Use Residential*
[3] *Includes Public Facilities & Institutions & Mixed Use Office*

Estimation of development potential represented by the Land Use Diagram *(Located in the Map Pocket of this Document)* considers two different time frames — development at the end of the Plan's time horizon, in 2010, and development potential if the area were fully developed ("build-out").

The 2010 development potential is important for evaluating the service and facility needs of the community during the Plan's time period. The need for parks, roads, fire protection and other public services for the 2010 General Plan is based on the calculations of 2010 population and employment. These calculations, by Community Area, are listed in Exhibit 47 (Page VII - 15).

**Exhibit 47: Planned Land Uses and Development Potential**

| Community | Land Uses | | | | | | |
|---|---|---|---|---|---|---|---|
| | Residential | | | Non-Residential | | | Parks, Ag. Land & Open Space |
| | Percent of Community Area | Population (Typical Densities) | | Percent of Community Area | Employment (Typical Intensities) | | Percent of Community Area |
| | | 2010 | Build-out | | 2010 | Build-out | |
| Airport | 38.18% | 12743 | 15170 | 58.52% | 24221 | 35859 | 3.30% |
| Alessandro Heights | 92.59% | 5447 | 6485 | 0.00% | 0 | 0 | 7.41% |
| Arlanza La Sierra | 78.47% | 61334 | 71728 | 20.15% | 26393 | 38731 | 1.38% |
| Arlington | 59.83% | 14355 | 17090 | 38.33% | 9253 | 13709 | 1.84% |
| Arlington Heights | 89.46% | 2931 | 3490 | 0.00% | 0 | 0 | 10.54% |
| Canyon Crest | 58.29% | 16546 | 19697 | 8.34% | 4047 | 5995 | 33.37% |
| Canyon Springs | 0.00% | 0 | 0 | 100.00% | 7154 | 10599 | 0.00% |
| Casa Blanca | 70.57% | 4169 | 4963 | 26.79% | 1298 | 1923 | 2.64% |
| Downtown | 40.12% | 23664 | 27824 | 28.98% | 12926 | 18750 | 30.90% |
| Eastside | 56.04% | 9011 | 9902 | 31.05% | 11856 | 15807 | 12.91% |
| Hawarden Hills | 99.34% | 2323 | 2766 | 0.00% | 0 | 0 | 0.66% |
| Highgrove | 40.57% | 4161 | 4953 | 6.40% | 964 | 1428 | 53.02% |
| Hunter Park | 1.73% | 22 | 27 | 93.06% | 19952 | 29559 | 5.21% |
| Magnolia Center | 69.74% | 15511 | 18074 | 28.96% | 6595 | 9323 | 1.30% |
| Mission Grove | 35.00% | 5394 | 6422 | 62.37% | 5647 | 8366 | 2.63% |
| Northeast Industrial Park | 15.81% | 841 | 1002 | 84.19% | 2379 | 3525 | 0.00% |
| Northside | 47.93% | 8709 | 10368 | 35.95% | 7684 | 11384 | 16.12% |
| Orangecrest | 77.44% | 17336 | 20639 | 19.72% | 4522 | 6700 | 2.84% |
| Ramona | 66.99% | 26006 | 30133 | 31.70% | 11130 | 16171 | 1.32% |
| Rancho El Sobrante | 61.94% | 9714 | 11565 | 0.24% | 186 | 276 | 37.82% |
| Sycamore Canyon Business Park | 3.49% | 947 | 1127 | 64.93% | 17269 | 25583 | 31.57% |
| University | 48.23% | 31832 | 37895 | 25.09% | 17292 | 25618 | 26.68% |
| Victoria | 74.39% | 14032 | 16215 | 21.64% | 5756 | 7919 | 3.97% |
| Woodcrest | 74.00% | 6737 | 8021 | 4.43% | 2751 | 4074 | 21.57% |
| Wood Streets/Grand | 69.26% | 11719 | 13951 | 8.35% | 1741 | 2578 | 22.39% |
| **Totals** | **62.55%** | **305484** | **359507** | **20.34%** | **201016** | **293877** | **17.11%** |

While the General Plan focuses on development through the year 2010, it recognizes that planning and development will continue beyond that year. Some areas, identified on the Land Use Diagram *(Located in the Map Pocket of this Document)* for urban uses, will not be fully developed until after 2010. While the 2010 calculations are important in anticipating service needs by the year 2010, the full development of the area can be considered in planning for capital facilities, such as major sewer interceptors, that have a design life longer than twenty years. The calculation of development potential at "build-out" is also useful to determine whether the planned land uses could accommodate growth during the next twenty years at a faster rate than projected.

Exhibit 47 (Page VII - 15) shows the build-out development potential for the Riverside General Plan Area and for each Community Area. It lists the potential population and employment if all areas were fully built out at the typical development intensities specified in Exhibit 44 (Page VII - 6).[2]

Calculations for 2010 and for build-out were developed by evaluating the planned land uses in small areas, known as Traffic Zones (TZ), and then grouping the traffic zone data into Community Areas. The projected 2010 population and employment are based on the assumption that approximately 85 percent of the residential land will be developed by 2010, and that approximately 68 percent of the non-residential land will be developed by that time. These assumptions allow a distribution of population and employment by small area that results in total 2010 population and employment consistent with that projected for the General Plan Area as a whole. This exhibit shows that the City could accommodate residential and non-residential development beyond that projected for the year 2010. The 2010 projected population and employment by traffic zone are found in Appendix E *(Under Separate Cover.)*.

**Land Use Goals and Policies**

**Goal LU 1** **To provide for continuing growth within the Riverside General Plan Area, with land uses and intensities appropriately designated to meet the needs of anticipated growth and to achieve the community's goals related to resource conservation, community enhancement, and growth management.**

*Policy LU 1.1* The General Plan Land Use Diagram *(Located in the Map Pocket of this Document)* should identify sufficient locations for residential and non-residential development to accommodate growth anticipated through the year 2010.

[2] Typical development intensities are used in this calculation for the following reasons. First, the typical development intensity specified for each land use category is the overall intensity expected for areas shown in that category. While some individual projects may meet the higher design standards and develop at an intensity above this, other projects (because of site configuration, design or other reasons) will develop at intensities below the typical intensities. In addition, existing development in many areas is at typical development intensities shown in these land use categories. It is unlikely that extensive redevelopment of stable neighborhoods will occur in order to gain a slightly higher development intensity for the same use. For example, many single family residential areas in the Medium Density Residential category are developed at approximately 4 DU/A. Redevelopment, within this category, could result in densities up to 6.5 DU/A with superior design. Such replacement of existing neighborhoods with new single family residential areas, at somewhat higher densities, appears unlikely.

*Policy LU 1.2* The land uses depicted on the Land Use Diagram *(Located in the Map Pocket of this Document)* should assist the City in achieving the goals established in all Elements of this General Plan. Evaluation of proposed Land Use Diagram amendments should consider the effect such amendments may have on the City's ability to achieve these goals.

*Policy LU 1.3* The City should designate areas for urban land uses where adequate urban levels of public facilities and services exist or are planned, in accordance with the public facility and service provision policies in this General Plan.

*Policy LU 1.4* In adopting and amending the Land Use Diagram *(Located in the Map Pocket of this Document)*, the City should promote future patterns of urban development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities.

*Policy LU 1.5* The City should encourage the design of new commercial developments as integrated centers, rather than as small individual strip development projects.

*Policy LU 1.6* The City should discourage strip commercial development and should encourage a pattern of alternating land uses along major arterials with "nodes" of commercial development separated by other uses such as residential, institutional or office.

*Policy LU 1.7* The City should protect industrially designated areas from encroachment by incompatible uses and from the effects of incompatible uses in adjacent areas. Uses adjacent to planned industrial areas should be compatible with the planned industrial uses and should employ appropriate site design, landscaping and building design to buffer the non-industrial uses.

*Policy LU 1.8* The City Council should protect residentially designated areas from encroachment by incompatible uses and from the effects of incompatible uses in adjacent areas. Uses adjacent to planned residential areas should be compatible with the planned residential uses and should employ appropriate site design, landscaping, and building design to buffer the non-residential uses.

*Policy LU 1.9* The City should set minimum property size standards for various types of land uses, particularly when the conversion of residential use is expected to occur, as follows:

- For office or commercial uses - 20,000 square feet and 100 feet of frontage on the primary street serving the site; except in specific areas such as Magnolia Center where the unique character of the area makes the site appropriate for adaptive reuse of an existing building, a minimum lot size of 12,000 square feet is allowable.

- For industrial or business park use - 40,000 square feet and 100 feet of frontage on the primary street serving the site;

- For mixed use development - 80,000 square feet and 150 feet of frontage on the primary street serving the site.

*Policy LU 1.10* The City Council may make findings to allow a development project to exceed a maximum FAR range when it is determined that such project (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set a precedent for additional development which would adversely affect infrastructure, service or surrounding land uses.

**Goal LU 2 To establish the General Plan Land Use Diagram *(Located in the Map Pocket of this Document)* as a key statement of City development policy to be used as a guide for decisions on individual development proposals.**

*Policy LU 2.1* The official copy of the General Plan Land Use Diagram, identifying the particular land use categories applicable to all locations within the General Plan Area shall be available to the public in the offices of the City Planning Department. The boundaries of land use categories, as depicted on this official diagram, shall be used in determining the appropriate land use category for areas which are not clearly delineated on the Land Use Diagram contained in the General Plan document.

*Policy LU 2.2* Land development approvals shall be in accordance with prevailing development regulations.

*Policy LU 2.3* The City should not approve amendments to the Land Use Diagram which would reduce the supply of industrially designated land below levels needed to support projected non-residential development during the Plan's time frame.

*Policy LU 2.4* The City should adopt an ordinance providing density bonuses in accordance with State law, for projects that incorporate affordable housing for qualified income groups.

**Goal LU 3 To assist in the provision of adequate public educational facilities at the time such facilities are needed.**

*Policy LU 3.1* The City shall assist in coordinating school facility planning and siting efforts with local school districts and developers.

*Policy LU 3.2* The City shall work closely with school authorities to provide appropriate funding mechanisms for new school facilities or to allow school districts to negotiate with project developers to minimize project impacts on the school districts.

**Goal LU 4 To provide for the appropriate timing of development in accordance with the future land uses designated in the Land Use Element.**

*Policy LU 4.1* The City should discourage the premature development of non-urbanized areas and should encourage growth first in undeveloped and under-developed areas within, adjacent to or in close proximity to existing urbanized neighborhoods.

*Policy LU 4.2* The City should prepare its Capital Improvements Program and construct its capital improvement projects to provide adequate public facilities and services to the population and employment levels projected through the year 2010, according to the land uses designated in the Land Use Diagram *(Located in the Map Pocket of this Document)*. The level of service or capacity of public facilities and services should be increased in phases when phasing is more cost effective.

*Policy LU 4.3* The City should time the provision of capital improvements to ensure that all necessary public services and facilities for an area planned for new urban development are in place when development in the area is occupied.

*Policy LU 4.4* The City should require development projects to be timed and phased so that projects are not occupied prior to the provision of necessary urban services.

*Policy LU 4.5* The City should consider the availability of public facilities and services when evaluating proposals for annexation of property into the City of Riverside.

**Goal LU 5 To utilize a series of Area Plans ("Community Plans" or "Specific Plans"), as part of the General Plan, to provide more detailed design and policy direction for development projects located in particular neighborhoods within the General Plan Area.**

*Policy LU 5.1* The City may develop and adopt Area Plans (either Community Plans or Specific Plans) for particular areas within the General Plan Area to address detailed design, land use, service or community character issues. These Area Plans shall be part of the Riverside General Plan.

*Policy LU 5.2* If an Area Plan has been adopted which includes a particular property within the Riverside General Plan Area, the policies and provisions of that Area Plan shall apply to future uses of that property in addition to the policies contained in the other sections of the General Plan. With regard to land located within an area affected by an existing approved Specific Plan, the General Plan shall not be interpreted to apply or impose development restrictions, conditions or standards different than or in addition to those restrictions, conditions or standards found within the applicable approved Specific Plan.

*Policy LU 5.3* Area Plans adopted prior to adoption of this updated General Plan should be reviewed by the City and revised as appropriate to further the City's ability to achieve its goals.

*Policy LU 5.4* Area Plans shall be developed with the participation of residents and property owners of the affected area and with the involvement of other community organizations or interest groups the City finds to be affected by the Area Plan.

*Policy LU 5.5* In the Woodcrest Community area, the City shall endeavor to preserve and enhance the predominant residential lifestyle and values through the establishment of a maximum density range of 1.5 dwelling units per acre for properties designated Estate Residential (4) on the Land Use Diagram *(Located in the Map Pocket of this Document)* and further by working with residents and property owners to protect livestock-keeping rights as established under pre-existing County zoning on parcels of one-half acre or larger in the event of annexation of the community by the City of Riverside.

**Goal LU 6** **To provide specific land use and development direction for locations affected by the current or future operations of the Riverside Municipal Airport.**

*Policy LU 6.1* The City should coordinate Area Plans and amendments to this General Plan with the Comprehensive Land Use Plan adopted by the Riverside County Airport Land Use Commission to establish the uses, intensities and designs for land use in areas affected by the Riverside Municipal Airport.

*Policy LU 6.2* Infill projects near the airport and on-site expansion projects which are of the same or lesser intensity as the prevailing surrounding land uses may be permitted in accordance with the Comprehensive Land Use Plan adopted by the Riverside County Airport Land Use Commission.

**Recommendations for Implementation - Land Use *(LU)***

*I-LU 1:* Evaluate proposed amendments to the Land Use Diagram *(Located in the Map Pocket of this Document)* in light of impacts on the supply of various types of land, the environment, agriculture, open space, neighborhood integrity, and both the existing and proposed services and facilities.

*I-LU 2:* Consult the Land Use Diagram *(Located in the Map Pocket of this Document)* when evaluating the appropriateness of rezoning requests.

*I-LU 3:* Use zoning and the development review process to ensure that non-industrial land uses do not impinge upon the use of planned industrial land.

*I-LU 4:* Adopt an ordinance providing density bonuses for projects incorporating affordable housing for qualified groups pursuant to Government Code Section 65915.

*I-LU 5:* Coordinate with Western Riverside Council of Governments (WRCOG) to address issues related to the balance of residential, commercial and industrial land uses and the sharing of revenues among the various political jurisdictions in western Riverside County.

*I-LU 6:* Create programs, acceptable to the City and the School districts, to implement Goal LU 3 and associated policies related to public educational facilities which may require the City to do the following:

- Notify school districts of proposed subdivision projects or development applications early in the review process to allow time for adequate responses;

- Request school districts to indicate the level of facilities expected to be available at the time of need to serve development projects requiring discretionary approval;

- Take into consideration (to the extent allowable by State law), the availability of school facilities at the time of need when making decisions on development applications requiring general plan amendments, community plan updates, specific plans and amendments thereto, zone changes for residential or commercial or industrial uses, and other legislative land use decisions;

- Consider denial, or postponement (to the extent allowable by State law) of applications for development projects which the school districts determine would not have adequate school facilities available to them at the time of need—unless an agreement to provide such facilities is reached between developers and the districts.

### *2. Water and Wastewater Systems*

The provision of adequate and affordable centralized water and wastewater services is necessary to ensure Riverside's continuing growth and quality of life. The water and wastewater systems can be provided in a timely manner through appropriate capital facilities planning for both the urban and less intensely developed areas. Because water and wastewater facilities are a major stimulant of urban growth, decisions related to the timing and location of water and wastewater investments can be used to promote infill development, discourage urban sprawl, and discourage development in agricultural and environmentally sensitive areas.

Projected growth in residential and employment populations within the current water service area will generate demand for approximately 90,000 acre feet of water in 2010. Riverside has secured ground water rights, developed local ground water sources, and has made provisions for purchasing treated imported water which should provide enough water for its needs within the current water service area for the next 20 years.

The Public Utilities Department Water Master Plan and Water Supply Study addressed only water demands within the existing City Water Service Area. Additional water requirements for the General Plan Area are currently provided by Metropolitan Water District (MWD), Western Municipal Water District (Western/WMWD), Eastern Municipal Water District (Eastern/EMWD) and the El Sobrante Water District. Long range plans have assumed those agencies would continue service in those areas. Expansion of the City's current water service area to include the entire General Plan Study Area would require substantial additional capital investment and necessitate the purchase of additional water from Western or others to meet the increased demands. The City's current southeastern service area boundary follows generally the 1500 foot elevation at a lower cost than WMWD or

EMWD. Therefore, it appears the City should continue the practice of permitting other agencies to provide water service to outlying areas when they can be served more efficiently by another agency.

**Key Water and Wastewater Issues**

Influence on Land Use Pattern. How can the City ensure the provision of water and wastewater systems to achieve a desired land use pattern? Based on the growth projections and patterns of growth, the City can plan the phasing of infrastructure construction in a manner which will ensure adequate levels of service. Where densities are insufficient within a water and wastewater service area and septic systems are operating satisfactorily, these on-site sewage disposal systems are appropriate alternatives to centralized wastewater systems, so long as they continue to function. For other areas, extensions of a centralized wastewater system will be necessary to support urban development.

By coordinating the extension of water and wastewater infrastructure with land use planning for developing areas, the City can ensure that services are adequate for those patterns.

Resource Management. How can the City protect its water supply and effectively treat its waste? The City can play an important role in controlling pollution of its water supply from all pollution sources, including wastewater systems and storm runoff. Balancing the provision of adequate and efficient water and wastewater services with a desire to protect environmental resources is a focus of this Element's strategy.

Funding. How can the City finance an adequate water and waste management system for the community as it grows? Methods to maintain a fiscally and functionally responsive utility system include implementation of appropriate phasing policies and pro rata assessment of infrastructure costs to private entities.

Intergovernmental Relations. Domestic water service for the General Plan Area is provided primarily by three major suppliers, the City of Riverside Public Utilities Department, the Metropolitan Water District (MWD) and the Western Municipal Water District (WMWD). Small portions of the Planning Area are served by the Eastern Municipal Water District (EMWD) and the El Sobrante Municipal Water District. The City is the primary provider of wastewater treatment services. There are three Community Service Districts which discharge into the City's collection system or treatment plant. Due to the multi-jurisdictional nature of these services, intergovernmental coordination will be necessary.

**Water and Wastewater Goals and Policies**

**Goal WW 1 To ensure provision of an adequate energy efficient water system for the General Plan Area that is fiscally responsible.**

*Policy WW 1.1* The City should ensure provision of water services consistent with the growth planned for the General Plan Area.

*Policy WW 1.2* Exhibit 48 (Page VII - 26) identifies the water service areas for the General Plan Area in 2010 and planned areas of urban development for which facility extensions may be needed to provide adequate urban service. The City should provide a water system meeting the service and fire flow demands of future development within its service area. The City should work with other providers to ensure the adequacy of water services in other areas.

*Policy WW 1.3* The City should implement water conservation programs aimed at reducing demands from new and existing development.

*Policy WW 1.4* The City should encourage public and private landscaping projects that minimize the use of high water demand vegetation for decorative uses. Use of water conserving fixtures should be encouraged.

*Policy WW 1.5* The City should require developers to install the distribution facilities necessary for water service.

*Policy WW 1.6* The City should prioritize, phase, and schedule water projects in accordance with Area Plan policies and the City's financing ability.

**Goal WW 2 To ensure provision of an adequate, energy efficient wastewater system for the General Plan Area that is fiscally responsible.**

*Policy WW 2.1* The City should provide wastewater treatment capacity consistent with the growth planned for the General Plan Area.

*Policy WW 2.2* The City should provide wastewater treatment services for the General Plan Area and should coordinate with the Santa Ana Regional Water Quality Control Board in the development of a regional treatment plant in Corona if necessary for the provision of additional treatment capacity.

*Policy WW 2.3* Exhibit 49 (Page VII - 27) identifies the extent of serviced areas supplied by the existing wastewater systems and identifies planned urban development areas for which facility extensions may be needed to provide adequate urban service. The City should coordinate with the County to ensure that wastewater services are adequate to support planned urban development.

*Policy WW 2.4* The City should prioritize, phase, and schedule wastewater treatment services in accordance with Area Plan policies and the City's financing ability.

*Policy WW 2.5* The City should continue to allocate its sewer connections to manage growth.

*Policy WW 2.6* The City should support efforts to reuse effluent for irrigation, wetlands production, groundwater recharge, or other activities consistent with public health and water quality goals and policies.

**Recommendations for Implementation - Water and Wastewater Systems *(WW)***

*I-WW 1:* Monitor pressures and flow capacities throughout the water system and maintain an accurate model of the system.

*I-WW 2:* Monitor water usage throughout the City to facilitate accurate projections of the impacts of proposed development on the water system.

*I-WW 3:* Promote the use of water conserving landscaping and fixtures. Offer reduced water and wastewater connection fees as incentives for the use of water conserving site design and construction.

*I-WW 4:* Require assurance of adequate water and wastewater service prior to granting development approvals.

*I-WW 5:* Continue allocating sewer connections to manage residential growth.

*I-WW 6:* Pursue alternative uses for treated wastewater effluent such as irrigation, groundwater recharge or wetlands production.

**Exhibit 48: Planned Water Service Areas**

**Exhibit 49: Planned Wastewater Service Area**

### *3. Stormwater Drainage*

The regulation of stormwater drainage is directly related to the health, safety and welfare of the public. Stormwater drainage requirements protect residents from flood damage, and minimize non-point source pollution into surface waters and aquifers. Drainage of surface water from most of the Riverside area ultimately flows to the Santa Ana River which borders the City on the northwest. Only very limited acreage within Riverside discharges into Lake Mathews. As Exhibit 7 (Page ? - ?) shows, there are nine basins in the City — University, Box Springs, Central, Monroe, La Sierra, Southwest Riverside, Mockingbird Canyon, Edgemont, and Highgrove. All of these basins (except Mockingbird Canyon) have master basin plans in place. Of the Riverside basins, Highgrove, University, Box Springs, Central, and Monroe Basins discharge into the Santa Ana River. The Southwest Riverside, La Sierra, and Mockingbird Canyon Basins flow westerly from the western part of the City to Temescal Wash. The Edgemont Basin drains the southeast part of the City and has outfalls to the Box Springs, Central and Monroe Basins. Floodplains are also illustrated on Exhibit 7 (Page ? - ?) and are discussed in more detail in the Public Safety Element.

Stormwater drainage within the City is regulated primarily by the U.S. Army Corps of Engineers, which has the primary planning responsibility for the Santa Ana River, and by the Riverside County Flood Control District (RCFCD). Tributary systems and floodplain management are the responsibility of the City.

**Key Stormwater Drainage Issues**

Provision of an Adequate System. Riverside needs to monitor and enhance its current stormwater drainage system as necessary to continue protecting life and property from flood waters.

Pollution Prevention. The drainage system needs to be managed to minimize the potential for pollution of surface water, ground water and sensitive natural habitats and to minimize flood waters and nuisance runoff. Any new facilities should be designed to accomplish this objective as well.

Appearance and Recreation. The drainage system can provide secondary recreational opportunities. Also, the aesthetics of channels and retention facilities can have a positive or negative impact on their surroundings, depending on how they are developed.

**Stormwater Drainage Goals and Policies**

**Goal SD 1** **To achieve an effective system of natural and manmade drainage for Riverside.**

*Policy SD 1.1* The City shall not approve a proposal for hillside development that could aggravate local flooding problems, unless the project includes appropriate project design and engineering measures to fully mitigate flooding potential due to the proposal to the City's satisfaction.

*Policy SD 1.2* The City shall implement stormwater drainage programs in each drainage basin in accordance with the basin's master drainage plan.

*Policy SD 1.3* The City shall require all development proposals to include stormwater drainage system plans which are compatible with master drainage plans adopted by the City.

*Policy SD 1.4* The City shall encourage the design and siting of stormwater drainage storage facilities which are integrated with open space and landscaped areas.

*Policy SD 1.5* The City shall encourage consideration of safety, appearance, recreational use, and economical maintenance and operations in design of stormwater drainage systems.

*Policy SD 1.6* The City shall encourage stormwater drainage system design alternatives which are more natural in appearance and de-emphasize hardscape.

*Policy SD 1.7* The City shall require that stormwater drainage facilities be designed and constructed to minimize the intrusion of pollutants and excess sediments into sensitive areas.

*Policy SD 1.8* The City shall continue to work with the Regional Water Quality Control Board (RWQCB) to develop a stormwater management program, pursuant to Part II of the application for a National Pollution Discharge Elimination Permit, to reduce certain discharges and prohibit others to and from the City's municipally owned stormwater system.

**Recommendations for Implementation - Stormwater Drainage *(SD)***

*I-SD 1:* Continue to review development proposals to ensure compatibility between developments and drainage basin master plans.

*I-SD 2:* Develop guidelines for review of drainage proposals that address safety, appearance, recreational use, maintenance costs, and water quality.

*I-SD 3:* Continue to coordinate with RWQCB to develop strategies to enhance the quality of stormwater runoff from the City's drainage system and to ensure compliance with Federal standards.

*I-SD 4:* Coordinate with the Santa Ana Region of the California Water Quality Board and Riverside County to develop a storm water management plan for use in the review and approval of new developments affecting the quality and quantity of surface and ground water.

## *4. Solid and Hazardous Waste Management*

Solid (non-hazardous) and hazardous waste management for a community includes the collection and appropriate disposal of wastes, as well as actions to reduce waste generation. The City of Riverside administers all trash collection services provided within the City. In addition to its administrative role, the City provides residential trash collection for a large portion of the City. There are several private haulers who provide service within defined zones in the City. Commercial, industrial, and multi-family accounts are also handled by private haulers.

Riverside County currently operates and owns the landfill in the Highgrove area (see Exhibit 5 (Page ? - ?)) where the majority of non-hazardous solid waste generated in the City is disposed. This site is estimated to have capacity for only a few more years.

The State requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE's) for local, regional and State approval. (Public Resources Code Section 41000 et seq.) Together with a siting element prepared by the county, all of the SRRE's in a county make up the Countywide Integrated Waste Management Plan. Both the City and the County of Riverside are scheduled to begin the public hearing process for their SRRE's in the summer of 1991. The State's objective for cities and counties to reduce the wastes sent to landfills by 25 percent over the next five years and 50 percent over the next ten years creates a significant challenge for the City and Riverside County.

**Key Solid and Hazardous Waste Issues**

Adequate Disposal Capacity. Disposal of solid waste is a monumental task facing the entire nation. It is necessary for Riverside to satisfy the State's requirements for preparation of an SRRE, which addresses a broad range of waste issues including collection and disposal. Burial in landfills may continue as the primary disposal method, but major changes will be needed over the life of the plan in the generation, reuse and disposal of non-hazardous wastes.

Hazardous Waste Disposal. Hazardous waste disposal is truly a global problem. Riverside can do its part in addressing this concern by establishing and implementing its own programs and by participating in the implementation of the County Hazardous Waste Management Plan.

**Solid and Hazardous Waste Goals and Policies**

**Goal SW 1 To provide an effective solid (non-hazardous) waste management system that is environmentally and financially responsible, and is able to adequately meet the projected demands from users in the General Plan Area.**

*Policy SW 1.1* The City, through the development and adoption of its Source Reduction and Recycling Element (SRRE), shall establish appropriate programs to minimize the volume and impact of solid wastes generated by existing and future development.

**Goal SW 2 To effectively manage hazardous waste within the General Plan Area in accordance with the adopted County of Riverside Hazardous Waste Management Plan and in cooperation with County Authorities.**

*Policy SW 2.1* In the management of hazardous wastes within its jurisdiction, the City shall follow the goals, objectives and policies of the County of Riverside Hazardous Waste Management Plan as stated in the appendices of the Riverside General Plan 2010.

**Recommendations for Implementation - Solid and Hazardous Waste Management *(SW)***

*I-SW 1:* Develop a source reduction and recycling element that addresses State requirements regarding:

a. Waste characterization;
b. Source reduction;
c. Recycling;
d. Composting;
e. Education and public information;
f. Funding;
g. Special waste;
h. Facility capacity;
i. Household hazardous waste; and
j. Integration.

*I-SW 2:* Adopt the Specific Siting Criteria of the Riverside County Hazardous Waste Management Plan (Figure 5-1) as stated in the appendices of the Riverside General Plan 2010 to ensure that all proposed facilities for the transfer, storage or disposal of the City and its environs from potential health, safety, economic and social impact.

## B. Public Safety Element

The Public Safety Element provides "*for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, groundshaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides, subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires ... [and the] mapping of known seismic and other geologic hazards. [It also addresses] evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards." (Government Code Section 65302.(a)).*

The effects of seismic events and the protection of slopes from unsuitable development are also addressed in the Conservation Element.

Each subsection of this Element lists goals, policies and recommendations for implementation. Goals describe a desired state of affairs for the future. They are broad public purposes toward which policies and programs are directed. Policies are statements of government intent against which individual actions on decisions are evaluated. Recommendations for implementation propose specific actions which Riverside may choose to take in achieving the goals of the General Plan.

### 1. Public Safety

For the City of Riverside to sustain and enhance its image as a desirable place to live and work, it must adequately address the issues of public safety. Public safety is a diverse Plan Element that concerns such potential natural hazards as earthquakes, flooding, and fire; and community services such as police protection and emergency disaster relief services. Goals and policies for each of these public safety issues offer a specific framework that allows the City to monitor and evaluate its efforts in the provision of public safety services.

Earthquake hazards are of concern to the City, due to its location in a seismically active area (see Exhibit 6 (Page ? - ?)). Through the identification of potential liquefaction and seismic/geologic hazard areas within the General Plan Area, the City can establish building and development regulations that will mitigate the effects of serious earthquakes.

The City has a well developed system of fire stations throughout the incorporated City; the County presently provides fire protection from stations in the Sphere of Influence. As urban development expands, adequate fire service, at urban levels of

service, must be provided in the newly developing areas. Other General Plan policies that set forth the coordination and cooperation with other fire protection agencies, such as the State Division of Forestry and the County Fire District, will aid the City's fire prevention efforts in the more rugged, outlying areas of the Box Springs Mountains and Norco Hills.

Through the identification of potential flood hazard areas, the City can also reduce the impact of potential natural disasters (see Exhibit 7 (Page ? - ?)). Preventing the siting of certain types of facilities in areas subject to inundation from dam failure or in designated floodplains can also mitigate flood hazards and protect against loss of life and property.

Providing adequate levels of police service and increasing security through design will assist the City in its efforts to limit crime. Emergency relief services can also be improved by identifying coordination efforts and response time measures.

The public safety goals and policies contained in this Element are intended to enhance the residents' sense of security and to provide appropriate response to incidents which threaten public safety.

**Key Public Safety Issues**

Seismic Hazard. The threat of damage due to earthquake activity is an ever-present hazard to the entire region. There is much the City can do to help minimize risks and to respond to the aftermath of seismic events when they do occur.

Fire Hazard. Although portions of Riverside are under some threat of potential wildland fires, the primary concern of the City is to provide an adequate system of fire protection for urban uses, in the form of appropriately located fire stations and effective fire prevention programs.

Security and Police Service. The residents of the City need to feel secure and protected. The General Plan can assist in the provision of public safety by encouraging development standards which limit crime potential and by providing a blueprint for future growth which will enable public safety officials to plan and provide adequate services.

Flood Hazard. The semi-arid climate of Riverside belies the very real threat of occasional, but severe flooding. The General Plan identifies flood hazard areas in Exhibit 7 (Page ? - ?) and provides for land uses and facilities which will minimize risk to lives and property.

**Public Safety Goals and Policies**

**Goal PS 1** **To create a secure public environment which minimizes social, economic, environmental and property losses due to seismic hazards.**

*Policy PS 1.1* The City shall require all new development to conform to the currently adopted Uniform Building Code seismic safety regulations.

*Policy PS 1.2* The City should develop and implement a program to systematically mitigate existing seismic-related structural hazards (i.e. mitigation program for unreinforced masonry buildings).

*Policy PS 1.3* The City shall give special consideration to hazardous structures deemed to be of historical value when determining whether alteration or destruction of these facilities is necessary in mitigating the identified geologic hazards.

*Policy PS 1.4* The City shall require site-specific geologic engineering studies for new development in areas of potential liquefaction presented in Exhibit 6 (Page ? - ?).

*Policy PS 1.5* The City shall permit no emergency or critical facility in an area of potential liquefaction and seismic geologic hazards without requiring a detailed site analysis that determines that the location of such facility will not be hazardous.

*Policy PS 1.6* The City shall require site specific soils and geologic engineering studies to assess natural and graded slope stability for proposed developments in any areas which may be found to be of moderate to high landslide risk. Slope stability calculations should incorporate the groundshaking parameters (i.e., soil depth, groundshaking potential, and liquefaction potential) presented in Exhibit 6 (Page ? - ?).

*Policy PS 1.7* The City shall make available pertinent information regarding earthquake safety to the general public.

**Goal PS 2** **To protect property in urbanized and non-urbanized areas from fire hazards and to integrate fire safety considerations in the planning process.**

*Policy PS 2.1* The City, in coordination with other fire protection agencies, should provide adequate levels of fire protection throughout the General Plan Area, through a combination of both aggressive prevention and suppression activities. Adequate service levels for urban development are described in the

policies in this section of the General Plan. Fire protection for rural areas should emphasize the development and design criteria described in this section of the General Plan.

*Policy PS 2.2* The City should pursue mutual response agreements between the City and County fire districts and departments. These agreements should provide equal and reciprocal benefits and enhance the ability of local entities to provide adequate levels of fire protection.

*Policy PS 2.3* The City should locate fire stations so planned urban development is within a fire station primary service area of 1.5 miles or a secondary service area of 3 miles.

*Policy PS 2.4* The minimum fireflow standard for low density residential construction should be 1,000 gallons of water per minute.

*Policy PS 2.5* The minimum fireflow standard for multiple family residential construction should be 1500 gallons of water per minute.

*Policy PS 2.6* The minimum fireflow standard for commercial and industrial developments should be 2500 gallons per minute.

*Policy PS 2.7* The City should endeavor to meet the ideal fire response time of five minutes for all residents and businesses in Riverside's urban areas.

*Policy PS 2.8* The City should evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire. Specific design and landscaping requirements may be established to reduce fire risks to development in these areas.

*Policy PS 2.9* The City should encourage all fire prevention measures taken in rural or wildland areas to meet the functional needs for fire prevention, while maintaining the aesthetic character of the natural area.

*Policy PS 2.10* The City should consider the needs of fire prevention and suppression in its review of urban development projects. These needs include, but are not limited to, providing adequate access to buildings and adequate separation between buildings. Fire suppression measures also include continued implementation of adopted fire and building codes (Titles 10 and 16) pertaining to the installation of automatic fire-extinguishing systems in new buildings.

*Policy PS 2.11* The City Fire Department should provide input to the Planning Department for all developments that require site plan or subdivision review prior to hearings before official commissions or the City Council. Street and driveway widths shall be adequate to provide access to sites and buildings shall be configured to provide sufficient clearances for fire suppression and other emergency access needs.

*Policy PS 2.12* The City should systematically mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.

*Policy PS 2.13* The City should maintain evacuation plans for areas subject to wild fires.

**Goal PS 3 To provide adequate and equitable levels of police service to all residents in Riverside.**

*Policy PS 3.1* The City should endeavor to provide a minimum response times of 5 minutes on all priority 1 calls and 12 minutes on all priority 2 calls. Priority 1 calls include those of a life threatening nature such as: robbery in process, accident involving bodily injury, death threatening situation, a person unable to breathe, violent crimes in process. Priority 2 calls include those that are not life threatening such as: burglary past, petty theft, shoplifting.

*Policy PS 3.2* The City shall encourage police agencies throughout the General Plan Area to provide adequate levels of protection through a combination of crime prevention and law enforcement activities.

*Policy PS 3.3* The City shall coordinate with the County Sheriff who provides law enforcement services in the Sphere of Influence area.

*Policy PS 3.4* The City should consider more decentralized and neighborhood level police service such as more foot patrols and/or precinct level police stations.

**Goal PS 4 To provide adequate levels of emergency response to all residents in Riverside.**

*Policy PS 4.1* The City should define the appropriate levels of emergency response of public agencies to medical emergencies in urban and rural areas. Mutual response agreements among public

service agencies should support interagency cooperation in response to medical emergencies.

**Goal PS 5 To ensure that equipment and structures designed to provide emergency disaster services are located and designed to function after a disaster or emergency event.**

*Policy PS 5.1* The City should mitigate deficiencies, if any, in the location or construction of the City's disaster and relief equipment and structures in accordance with the policies and recommendations for implementation in this Plan.

*Policy PS 5.2* The City shall subject all future disaster relief equipment and structures to careful locational and engineering scrutiny based upon the currently adopted Uniform Building Code and other applicable regulations.

**Goal PS 6 To provide a security design program which reduces opportunities for crime in the urban environment.**

*Policy PS 6.1* The City should encourage, through its zoning, subdivision and building regulations, and environmental assessment practices, development techniques which will increase or better ensure the public's safety.

*Policy PS 6.2* The City should encourage and implement appropriate utilization of defensible space design concepts for new developments.

*Policy PS 6.3* The City should support reduction in insurance premiums and other economic incentives which will encourage community use of crime prevention measures, such as building security hardware.

*Policy PS 6.4* The City should consider the need for public security policies in the development of specific and community plans.

*Policy PS 6.5* The City should promote land use and design policies and regulations which encourage a mixture of compatible land uses to promote and increase the safety of public use areas and of pedestrian travel.

*Policy PS 6.6* The City should systematically mitigate crime hazards related to urban development or patterns of urban development as they are identified and as resources permit.

*Policy PS 6.7* The City should advocate and support regional efforts to accelerate the adoption of crime reduction measures incorporating physical planning techniques, such as those of the Southern California Association of Governments and the California Council on Criminal Justice.

*Policy PS 6.8* The City should encourage and support continued research efforts, such as those funded by the Federal Law Enforcement Assistance Administration, to implement design/planning crime prevention strategies.

*Policy PS 6.9* The City should provide information concerning crime prevention through physical design to individuals, institutions and organizations.

**Goal PS 7 To reduce potential flood hazards for residents and businesses in the City of Riverside.**

*Policy PS 7.1* Exhibit 7 (Page ? - ?) identifies the location of potential hazard areas due to dam failure, and 100 year floodplains as determined by the Federal Emergency Management Agency (FEMA). The City shall evaluate all developments proposed in these areas to minimize risks to life or property.

*Policy PS 7.2* The City shall prohibit the placement of emergency facilities in the 100 year floodplain, as shown in Exhibit 7 (Page ? - ?) or as later defined through specific engineering studies. Critical facilities should be permitted in the 100 year floodplain only if adequate flood protection measures are taken.

*Policy PS 7.3* The City should relocate or protect all existing emergency or critical facilities determined to be in the 100 year floodplain, as shown in Exhibit 7 (Page ? - ?), or as later defined through specific engineering studies, as funds are available.

*Policy PS 7.4* The City should encourage the continued construction of flood control facilities to protect areas threatened by inundation, emphasizing underground channels or facilities that give the appearance of natural water courses.

*Policy PS 7.5* The City should maintain evacuation plans for areas that could be affected by flooding or dam failure (as shown in Exhibit 7 (Page ? - ?)), with special emphasis on critical and emergency facilities.

*Policy PS 7.6* The City shall permit development in a floodplain only if it poses minimal risk to lives and property and is adequately designed so that all structures are capable of withstanding a 100 year flood or greater.

*Policy PS 7.7* The City shall discourage the construction of schools and other places of public assembly in areas subject to inundation from dam failure as shown in Exhibit 7 (Page ? - ?).

**Goal PS 8 To preserve the historic resources of the City from demolition, destruction and/or severe damage, to the greatest extent possible, in the wake of natural and human-caused disasters such as seismic events and fires.**

*Policy PS 8.1* The City should protect resources listed on the Historic Resources Inventory from premature or inadvertent demolition because of damage caused by a disaster episode.

*Policy PS 8.2* The City should incorporate the Historic Resources Inventory into Seismic Surveys to ensure that the post-disaster recovery team is aware of the special value of listed resources to the City.

*Policy PS 8.3* The City should, in the wake of an emergency, take reasonable steps to prevent the loss of historic buildings without endangering public safety or contributing to additional property damage.

*Policy PS 8.4* In the event of a disaster, the City should stabilize and/or isolate historic structures to permit people with appropriate expertise to further evaluate the damage and to permit property owners to make informed decisions about their buildings before demolishing any structure that is not demonstrably an "imminent threat."

*Policy PS 8.5* The City, to the greatest extent possible, should make financial assistance available to owners to enable a thorough study of the feasibility of rehabilitation of damaged historic structures and to secure financing for repairs.

**Recommendations for Implementation - Public Safety *(PS)***

*I-PS 1:* Continue enforcement of Uniform Building Code seismic safety regulations. When mitigating existing seismic related structural hazards, the historical value of a structure should be considered.

*I-PS 2:* Support efforts to inform the public about seismic hazards, effective mitigation measures and appropriate responses to seismic events. Continue to review and publicize new seismic information as it becomes available.

*I-PS 3:* Evaluate the risks to emergency and critical facilities from seismic activity. Take measures to minimize the risks to these facilities and ensure their continuous operation during seismic events.

*I-PS 4:* Require geologic engineering studies for all structures in excess of 20,000 square feet, in excess of two stories tall, or in potential liquefaction areas identified in Exhibit 6 (Page ? - ?).

*I-PS 5:* Negotiate mutual response agreements with County fire districts and departments to enhance fire response and suppression capabilities in the City and surrounding areas.

*I-PS 6:* Require site design of rural and semi-rural properties to incorporate landscaping techniques that minimize risks from fires in adjacent open land while maintaining the aesthetic character of the land.

*I-PS 7:* Continue to provide fire stations throughout the City to maintain the City's spacing standards and ensure acceptable response times.

*I-PS 8:* Regularly test fire hydrants throughout the City, to determine their pressures and capacities. Replace or repair faulty fire hydrants, color code hydrants by capacity and schedule improvements to portions of a system that do not meet the fire flow standards established herein.

*I-PS 9:* Adjust procedures and staffing to ensure minimum police response times of 5 minutes for all priority 1 calls and 12 minutes for all priority 2 calls.

*I-PS 10:* Promote neighborhood watch programs and provide regular crime prevention seminars throughout the community.

*I-PS 11:* Evaluate the City's Emergency Management Program to ensure that: facilities are adequate to meet the needs of the community; facilities are located and constructed to remain operational during disasters; equipment and supplies are adequate to meet the short term needs of the community; adequately trained personnel are available; and the City has established agreements with relief agencies such as the Red Cross and the Salvation Army to assign disaster relief responsibilities.

*I-PS 12:* Continue to work with the Federal Emergency Management Agency to minimize risks to life and property. Maintain compliance with FEMA's rules for development in regulatory floodplains and floodways. Establish guidelines for development of additional areas subject to periodic inundation.

*I-PS 13:* Coordinate with SCAG, the California Council on Criminal Justice and the Federal Law Enforcement Assistance Administration to implement design/planning crime prevention strategies.

## C. Transportation Element

The Transportation Element includes *"the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan." (Government Code Section 65302.(b))*

Each subsection of this Element lists goals, policies and recommendations for implementation. Goals describe a desired state of affairs for the future. They are broad public purposes toward which policies and programs are directed. Policies are statements of government intent against which individual actions on decisions are evaluated. Recommendations for implementation propose specific actions which Riverside may choose to take in achieving the goals of the General Plan.

### 1. Transportation

Riverside needs to meet the mobility needs of future residents by expanding the existing multi-modal transportation system. As a people-friendly system, it should provide accessibility for all segments of the community in an affordable manner. The future transportation system should incorporate alternate modes, such as automobile travel, transit, cycling and pedestrian travel. Together, they should effectively serve the anticipated population while being sensitive to the natural and built environments. System expansions must be designed to be within the fiscal means of the region; they must also maintain the flexibility to evolve as needs and technology change. The location and design of new facilities must be integrated into the fabric of the surrounding community, protecting the character of that community while meeting the changing needs of its residents. Design of this system should occur through a transportation planning process that is flexible, consistent, comprehensive, participatory and interactive.

**Key Transportation Element Issues**

In order to achieve this vision of the future transportation system, seven critical issues have been identified:

Urban Form. How can the City continue to shape its urban form through the design of the future transportation system? The transportation experience is strongly affected by the environment in which it occurs. Similarly, the urban experience is strongly affected by the transportation system. Transportation planning should ensure that urban form and the transportation system are mutually supportive. The transportation system should support higher intensity nodes, encourage infill development, yet serve existing and planned low density areas.

Mobility. How can the City continue to meet the transportation requirements of all segments of the community? The function of a transportation system is to provide for the mobility of people and goods. Transportation can be an activity carried out for its own sake (recreation) or for the accomplishment of other ends. Particular consideration is needed to assure equity of access for the mobility-impaired, youth, and the economically disadvantaged.

Multi-Modal. How can the City identify and develop the best mix of transportation modes to meet future transportation needs? An effective transportation system is one that is composed of a variety of mobility choices ranging from pedestrian walkways to the automobile to emerging public transportation alternatives. Even though public transit ridership has increased in the past several years, motor vehicle travel is still the major mode of transportation. Planning for transportation should encourage a multi-modal system, reducing dependence on the automobile as the primary mode of transportation and responding to new technologies.

Neighborhoods and Environment. How can the City provide transportation for a growing region while protecting existing, established neighborhoods and the natural environment? The superior quality of life in Riverside is associated with the region's natural and built environments. A properly designed and managed transportation system can increase the opportunities for people to utilize these resources while also supporting the viability of existing neighborhoods. At the same time, protection of neighborhood edges, and mitigation of transportation-related noise will reduce the negative effects of an expanded system.

Safety. How can the City ensure the safety of those affected by the transportation system? The transportation system must meet acceptable safety standards and encourage and educate users to follow safe travel behavior.

Planning and Evaluation. What are the appropriate criteria for evaluating the elements of the transportation system? The goal of transportation system planning is to achieve the maximum benefit at the least cost. Each transportation mode will have diverse short and long term implications. The analysis of these implications should include both tangible and intangible consequences. Level of service criteria, social impacts, economic impacts, and environmental impacts are important criteria for assessment of individual transportation projects as well as the entire transportation system. The City should coordinate its transportation planning with other

jurisdictions and establish a process of monitoring and review to ensure cooperation among all entities responsible for transportation service provision.

Cost Effectiveness and Funding. How can the City plan a cost-effective transportation system that is affordable to the City, the user, and the transportation provider? Finite financial resources must be managed so that the most impact is achieved with the fewest dollars. The City needs creative mechanisms for accomplishing its transportation goals. New long and short term funding mechanisms, as well as public-private partnerships, may help to effectively utilize each transportation dollar.

**Streets and Highways**

Through years of planning and development, the City of Riverside has created an extensive transportation network. This Transportation Element has evolved from the previous 1981 General Plan Transportation Element and subsequent amendments to the 1981 Plan Element. The Transportation Element is designed to accommodate the traffic demands of the 2010 land uses as depicted in the Land Use Diagram *(Located in the Map Pocket of this Document)* of this General Plan.

**Transportation System Analysis**

A computerized transportation model of the City's street and highway network was created by the Southern California Association of Governments (SCAG) to analyze transportation needs for the year 2010. The transportation model projects traffic volumes and distribution patterns based on updated land use and socioeconomic data. It uses a simulation to represent the planned street network, which is assumed to exist in the target year 2010. The modeling results indicate locations where congestion may result from future traffic demands. A complete description of the model's development and operation is included in Appendix E *(Under Separate Cover.)*.

Model Assumptions. A computerized transportation model is designed to simulate the actual conditions of an operating transportation system. It must use a set of assumptions to describe the operation of that system. Due to the complexity of the computer model, some simplifying assumptions are needed to replicate actual system operation. These assumptions, while appropriate for modeling purposes, nevertheless mean that the model does not precisely reflect all of the policy and design standards the City uses in developing its roadway system.

One of the simplifying assumptions used by SCAG for this model is the designation of only three roadway types - freeways, major streets and minor streets. Freeways are assigned a traffic capacity of 2,000 vehicles per hour per lane; major streets are assigned a capacity of 800 vehicles/hour/lane and minor streets 600 vehicles/hour/lane. In contrast, Exhibit 28 (Page ? - ?) shows the more detailed listing of street types and capacities used by Public Works in designing the street network.

A second simplifying assumption used in the model relates to speed. The model assumes that in most cases the freeways provide the opportunity for free-flowing traffic movement, while surface streets have numerous intersections and other restrictions. Although this is generally appropriate, the design of particular intersections can reduce their impact on a roadway's carrying capacity. Between intersections, a street's capacity may well be higher than assumed by SCAG's model.

These assumptions are appropriate for use in a computerized transportation planning model. They do differ, however, from the project-specific criteria used in facility design. In developing this Transportation Element, the City of Riverside used the results of the computer modeling as the basis for analysis. Facility-specific review was also conducted to produce a Plan Element that reflects actual conditions as well as the modeled alternatives.

Model Accuracy. Traffic models have varying degrees of accuracy in replicating actual traffic patterns and volumes. The model created by SCAG was able to duplicate the selected 1987 base year within 84% of the actual ground counts. The year 2010 model volumes were adjusted based on variations between the 1987 model volumes and actual 1987 ground counts. This process of adjusting future volumes works well for existing streets; however, roadway links not constructed in the base year and those without base year ground counts cannot be adjusted by the computer. Overall, the SCAG model approximates future City traffic volumes within a 90% to 95% accuracy. This level of accuracy is generally considered to be acceptable in transportation planning.

Results of Modeling. SCAG's year 2010 model results show that travel demand will increase substantially from current levels. Approximately 813,000 trips per day are projected to be generated by the projected population and employment in the City in 2010, nearly double the estimated number in 1987. The model projects an estimated 7 million vehicle miles per day traveled in 2010, also dramatically higher than the 3.2 million estimated for 1987. The modeling identifies a number of roadway segments with Levels of Service potentially below "C". These include the I-215 freeway south of State Route 60 (SR-60) and SR-60 west of SR-91. These major freeways traversing the City will probably operate at very low levels of service during peak hour travel periods. This indicates a forced flow condition with low velocities and heavy congestion. For this reason, some traffic will choose alternate routes to avoid the freeways, thus increasing cross-town movement on the City street network. Construction of freeway facilities with planned capacity is extremely important to operation of the entire transportation system; a small reduction in the future capacity of these large freeway facilities could substantially increase traffic volumes on various parallel and cross-town arterial roadways.

The transportation modeling also identifies other roadways within the General Plan Area that may have service below Level "C". Analysis of the "*Quality City"* land use alternative indicates some segments of Van Buren Boulevard, La Sierra Avenue,

Adams Street, Bradley Street, Hillside Avenue and Washington Street may operate below this level in 2010.

Detailed Analysis. The City Public Works Department evaluated the model results in greater detail to analyze the facility-specific potential for congestion. The City's service standard was used as the primary criteria in this analysis. This standard establishes the minimum adequate Level of Service as Level of Service D, defined in Exhibit 27 (Page ? - ?) of this General Plan.

For some roadway segments, detailed analysis of the modeling results led to planning for additional traffic lanes to provide needed capacity. In other cases, specific operating and design characteristics of individual roadways and intersections allow them to accommodate projected traffic. For example, a roadway with additional left-turn-only lanes at a critical intersection accommodates higher traffic volumes than projected by the computer model. The facility-specific analysis was used to refine the City's planned street network to accommodate anticipated travel demand, at a Level of Service "D" or better for every street network.

**Streets and Highways Diagram**

The Streets and Highways Diagram is shown in Exhibit 52, found in the map pocket of this General Plan document. It illustrates the street network required to meet the City's 2010 traffic demands. Arterial and collector streets are classified according to the functional classifications listed in Exhibit 28 (Page ? - ?). Existing and proposed minor streets that are not shown on Exhibit 52 *(Located in the Map Pocket of this Document)* are considered local streets for transportation system planning and design purposes. The Streets and Highways Diagram *(Located in the Map Pocket of this Document)* reflects existing streets, existing streets for which realignment or upgrade is anticipated and future streets and street segments that are classified as arterials or collectors.

Development of the Streets and Highways Diagram *(Located in the Map Pocket of this Document)*. Definition of the planned street network for the City of Riverside was based on two primary sources: the City's previously-adopted Transportation Element and the analysis of future travel demand described above. The resulting street system planned for Riverside includes some existing streets, with functional characteristics and capacity unchanged from the present. New streets and new street segments are planned for construction during the planning period; these new streets will provide routes within developing communities and connections between these developing areas and the existing Riverside community. Some existing streets are also designated for facility expansion or for realignment. These facility changes reflect increasing traffic demand in certain travel corridors over time. Together, these changes to the existing street system will mean the addition of approximately 17

## Exhibit 50: New/Unconstructed Street Segments Identified in the Street & Highways Diagram

| Street | Classification | From | To | N/U |
|---|---|---|---|---|
| "A" Drive | 80 ft. Collector | Bradley Street | Overlook Parkway | N/U[3] |
| "B" Drive | 80 ft. Collector | Roberts Road | "A" Drive | N/U |
| Barton Road | 66 ft. Collector | Van Buren Boulevard | Orange Terrace Parkway | N |
| Big Springs Road | 66 ft. Collector | Valencia Hill Drive | Mt. Vernon Avenue | N |
| California Avenue | 88 ft. Arterial | Buchanan Street | Pierce Street | U |
| California Avenue | 88 ft. Arterial | Hole Avenue | Tyler Street | U |
| California Avenue | 88 ft. Arterial | Cook Avenue | Harrison Street | U |
| Canyon Crest Drive | 110 ft. Arterial | Via Vista Avenue | Country Club Drive | U |
| Center Street | 88 ft. Arterial | Main Street | Orange Avenue | U |
| Columbia Avenue | 110 ft. Arterial | Northgate Street | Palmyrita Avenue | U |
| Cottonwood Avenue | 88 ft. Arterial | Sycamore Canyon Boulevard | City of Moreno Valley | N/U |
| Day Street | 120 ft. Arterial | Eastridge Avenue | SR-60 Freeway | N |
| Eastridge Avenue | 120 ft Arterial | 1-215 Freeway | Day Street | N |
| Fremont Street | 66 ft. Collector | Central Avenue | Jurupa Avenue | N |
| Hillside Avenue | 66 ft. Collector | Arlington Avenue | Central Avenue | N |
| Jurupa Avenue | Special Boulevard | Arlington Avenue | Tyler Street | U |
| Jurupa Avenue | 110 ft. Arterial | Crest Avenue | Van Buren Boulevard | U |
| Lochmoor Drive | 66 ft. Collector | Fair Isle Drive | Central Avenue | U |
| Marlborough Avenue | 88 ft. Arterial | Chicago Avenue | Columbia Avenue | U |
| Mission Grove Parkway | Special Boulevard | Cottonwood Avenue | Blackwood Street | U |
| Mission Grove Parkway | 88 ft. Arterial | Wood Road | Trautwein Road | U |
| Mulberry Street | 66 ft. Collector | Spruce Street | First Street | N |
| Overlook Parkway | 110 ft. Arterial | Washington Street | Alessandro Boulevard | U |
| Palmyrita Avenue | 88 ft. Arterial | Iowa Avenue | Mt. Vernon Avenue | N |
| Palmyrita Avenue | 66 ft. Collector | East La Cadena | Iowa Avenue | N |
| Pennsylvania Avenue | Special Boulevard | I-215 Freeway | Watkins Drive | N/U |
| Sycamore Canyon Boule-vard | 120 ft. Arterial | Alessandro Boulevard | 1200 ft. northerly Replaces Brown Street | U |
| Sycamore Canyon Boule-vard | 110 ft. Arterial | 1200 ft. northerly of Alessandro Boulevard | Fair Isle Drive Replaces Brown Street | U |
| Via Vista Drive | 66 ft. Collector | Overlook Parkway | Alessandro Boulevard | N |
| Barton Street | 88 ft. Arterial | Nandina Avenue | Van Buren Boulevard | N |

[3] N - New roadway segments may exist, but were not on the previous circulation plans. These segments may require some upgrading.

U - Portions of Unconstructed roadway segments do not currently exist. Many of these segments have been included in previous circulation plans.

| Street | Classification | From | To | N/U |
|---|---|---|---|---|
| Chicago Avenue | 88 ft. Arterial | Van Buren Boulevard | Roberts Road | N |
| Cole Avenue | 88 ft. Arterial | Markham Street | Van Buren Boulevard | N |
| El Sobrante Road | 110 ft. Arterial | La Sierra Avenue | Vista Del Lago Drive | N |
| Gentian Avenue | 88 ft. Arterial | Chicago Avenue | Wood Road | N |
| Krameria Avenue | 88 ft. Arterial | Barton Street | Wood Road | N |
| La Sierra Avenue | 110 ft. Arterial | Dufferin Avenue | El Sobrante Road | N |
| Mariposa Avenue | 88 ft. Arterial | Porter Avenue | Cole Avenue | N |
| Markham Street | 88 ft. Arterial | Vista Del Lago Drive | Washington Street | N/U |
| Markham Street | 100 ft. Arterial | Washington Street | Cole Avenue | N/U |
| McAllister Street | 66 ft. Collector | Dufferin Avenue | Oleander Avenue | N |
| McAllister Street | 88 ft. Arterial | El Sobrante Road | Oleander Avenue | N |
| Mockingbird Canyon Road | 88 ft. Arterial | Van Buren Boulevard | Markham Street | N |
| Nandina Avenue | 88 ft. Arterial | Wood Road | Barton Street | N |
| Oleander Avenue | 88 ft. Arterial | La Sierra Avenue | Vista Del Lago Drive | N/U |
| Porter Avenue | 88 ft. Arterial | Mariposa Avenue | Van Buren Boulevard | N |
| Washington Street | 88 ft. Arterial | Van Buren Boulevard | Markham Street | N/U |
| Wood Road | 88 ft. Arterial | Van Buren Boulevard | Markham Street | N |
| Wood Road | 88 ft. Arterial | Roberts Road | Mission Grove Parkway | N/U |
| Wood Road | 100 ft. Arterial | Northerly end of Wood Road | Mission Grove Parkway | N |
| Vista Del Lago Drive | 88 ft. Arterial | El Sobrante Road | Oleander Avenue | N |

miles of new streets and the addition of travel lanes to approximately 64 miles of existing streets. These new streets and street expansions or realignments are described in greater detail below.

New Streets. Several streets, or street segments, are shown on the Streets and Highways Diagram *(Located in the Map Pocket of this Document)* that do not physically exist today. They are designed to provide additional network capacity where needed to meet projected 2010 traffic demands. Most of these new streets are located in the developing area of Alessandro Heights, near Overlook Parkway, and in the community of Woodcrest, located within the City's Sphere of Influence. These new streets are listed in Exhibit 50 (Page VII - 46). The alignments of Streets "A" and "B" as shown on Cagney conceptual plan are deemed to comply with the draft Circulation Diagram (Exhibit 52 *(Located in the Map Pocket of this Document)*) with precise alignments to be established through the development approval process.

Expansion or Realignment of Existing Streets. Several existing streets will require added capacity and, in some cases, changes in functional classification, to accommodate projected 2010 traffic demands. Most significantly, Van Buren Boulevard will require widening to eight lanes between Jurupa Avenue and the Riverside city limits

## Exhibit 51: Street Changes from the Previously Planned Network

| Street Expansions or Changes in Classification | | | |
|---|---|---|---|
| **Street** | **From** | **To** | **Between** |
| Adams Street | 66 ft. Arterial | 66 ft. Collector | Central Avenue & Jurupa Avenue |
| Alessandro Boulevard | 110 ft. Arterial | 120 ft. Arterial | Trautwein Road & Moreno Valley |
| Arlington Avenue | 110 ft. Arterial | 120 ft. Arterial | Rutland Avenue & Airport Drive |
| Chicago Avenue | 110 ft. Arterial | 6-Lane 1120 ft. Arterial | Alessandro Boulevard and Central Avenue |
| Columbia Avenue | 110 ft. Arterial | 120 ft. Arterial | 1-215 Freeway & Northgate Street |
| Columbia Avenue | 66 ft. Collector | 110 ft. Arterial | Northgate Street & Palmyrita Avenue |
| Eastridge Avenue | 88 ft. Arterial | 120 ft. Arterial | Sycamore Canyon Boulevard & 1-215 |
| Fairmount Boulevard | 66 ft. Secondary | Delete | Market and Strong Streets |
| Garner Road | 66 ft. Secondary | Delete | West of Orange Street |
| Iowa Avenue | 66 ft. Collector | 110 ft. Arterial | Pennsylvania Ave. and University Ave. |
| Iowa Avenue | 110 ft. Arterial | 120 ft. Arterial | Massachusetts Avenue and Center Street |
| La Sierra Avenue | 110 ft. Arterial | 120 ft. Arterial | 1000 ft. S'ly of Indiana and Magnolia Avenues |
| Magnolia Avenue | 110 ft. Arterial | 120 ft. Arterial | Van Buren Boulevard & Arlington Avenue |
| Magnolia Avenue | 110 ft. Arterial (Scenic Blvd.) | 120 ft. Arterial (Scenic Blvd.) | Banbury Drive and Tyler Street |
| Market Street | 88 ft. Arterial | 100 ft. Arterial | First Street and Santa Ana River |
| Marlborough Avenue | 66 ft. Collector | 88 ft. Arterial | Chicago and Palmyrita Avenues |
| Mission Grove Parkway | 88 ft. Arterial | 100 ft. Arterial | Trautwein Road and Cannon Road |
| Mission Grove Parkway | 80 ft. Collector | Special/Scenic Boule-vard | Cannon Road and Canyon Crest Drive |
| Poplar Street | 66 ft. Secondary | Delete | Main Street and Mulberry Street |
| Rivera Street | 66 ft. Secondary | Delete | Columbia Avenue and Center Street |
| Rubidoux Avenue | 80 ft. Secondary | Delete | Grand and Brockton Avenues |
| Spruce Street | 66 ft. Secondary | Delete | Watkins Drive and Valencia Hill Drive |
| Third/Blaine Street | 88 ft. Arterial | 120 ft. Arterial | Trade Center Drive and Iowa Avenue |
| Van Buren Boulevard | 120 ft. Arterial | 144 ft. Arterial | Northerly of Jurupa Avenue (including the Santa Ana River bridge crossing) |
| Van Buren Boulevard | 110 ft. Arterial | 120 ft. Arterial | Firethorn Street and I-215 Freeway |
| Washington Street | 88 ft. Arterial | 110 ft. Arterial | Kitchener Street and Overlook Parkway |

| Street Realignments | |
|---|---|
| Central Avenue | Acorn Street and Doolittle Avenue |
| Columbia Avenue | Northgate Street and Palmyrita Avenue |
| East La Cadena Drive | Poplar Street and Spruce Street |
| Marlborough Avenue | Iowa Avenue and Palmyrita Avenue |
| Mission Grove Parkway | Trautwein Road and Alessandro Boulevard |
| Overlook Parkway | Alessandro Boulevard and Washington Street |
| Van Buren Boulevard | Arlington Avenue and Jurupa Avenue along existing Doolittle Avenue |

to accommodate the increase in projected traffic using this route. The streets planned for changes in functional classification are listed on Exhibit 51 (Page VII - 48).

Several streets have also been realigned due to changing development patterns. The most notable street realignments are Central Avenue and Van Buren Boulevard. These arterials are proposed to be realigned as a result of the Riverside Municipal Airport's needs for additional clear space. Streets identified for realignment are also listed in Exhibit 51 (Page VII - 48).

Special Streets. In addition to the functional street classifications described above, the Streets and Highways Diagram *(Located in the Map Pocket of this Document)* identifies some City streets as special or scenic boulevards. These special streets are described below.

- Special Boulevard - A two-lane divided street with a variable cross section. Additional lanes may be required at intersections on all Special Boulevards to allow for turning traffic. Any provisions for additional lanes at intersections on Victoria Avenue which require pavement widening shall require City Council approval, and should minimize the loss of parkway and landscaping. Five City streets have portions of their overall length designated as Special Boulevards: Victoria Avenue, Jurupa Avenue, Ransom Road, Pennsylvania Avenue (proposed street on University of California campus), and Mission Grove Parkway.

- Scenic Boulevard - Designates special street landscaping and possible additional right-of-way (These streets were termed "Special Boulevards" in the 1981 Transportation Element).

- 144 ft. Arterial - An eight-lane divided street. This roadway classification is similar to a 120 ft. arterial with an additional through lane in each direction to accommodate large traffic volumes. The only City street having this classification is Van Buren Boulevard, from Jurupa Avenue to the Santa Ana River.

Streets and Highways Diagram Capacity. Provided this Streets and Highways Diagram *(Located in the Map Pocket of this Document)* is implemented by the year 2010, it is anticipated that most City streets will operate at a Level of Service "D" or better. It is anticipated that only the freeway segments listed above (I-215 south of SR-60 and SR-60 west of SR-91) will consistently operate below this service level in 2010. For other major streets, roadway segments that may operate at lower Levels of Service will be located near freeway access ramps, major commercial or industrial centers and major regional arterial roadway intersections. Congestion would most likely be encountered at some intersections during peak travel periods. Facility specific design will be used to construct roadway improvements that provide the greatest capacity within a particular right-of-way, in accordance with the policies listed below.

**Streets and Highways Goals and Policies**

**Goal T 1** **To build and maintain a transportation system which combines a mix of transportation modes and transportation system management techniques, and which is designed to meet the needs of Riverside's residents and businesses, while minimizing the transportation system's impacts on air quality, the environment and adjacent development.**

*Policy T 1.1* The City shall identify a major arterial road network consisting of collector and arterial streets to adequately convey existing traffic and projected year 2010 traffic, according to service levels described in this section of the General Plan.

*Policy T 1.2* Level of Service "D" is an acceptable standard and Level of Service "E" is a minimum acceptable standard for transportation planning and facility design. Level of Service "F" may continue to exist in some circumstances. The definitions of levels of service A-F are provided in Exhibit 27 (Page ? - ?).

*Policy T 1.3* The City shall balance the need for free traffic flow with economic realities and environmental and aesthetic considerations, such that streets are designed to handle normal traffic flows with tolerances to allow for potential short term delays at peak flow hours.

*Policy T 1.4* The City should improve street service and traffic safety levels to make full use of existing roadway capacity.

*Policy T 1.5* The City should periodically review current traffic volumes and the actual pattern of urban development to coordinate, design and modify planned road improvements as necessary to meet the projected travel needs of the community.

*Policy T 1.6* The City should consider all alternatives for increasing street capacity before physical street widening is recommended for streets within existing neighborhoods.

*Policy T 1.7* The City should base street widths to improve traffic flow on site specific conditions rather than absolute standards. A flexible approach whereby the street is designed to fit an individual situation shall prevail over the blanket application of a uniform design standard.

*Policy T 1.8* The City shall endeavor to minimize the occurrence of streets operating at level of service "F".

*Policy T 1.9* The City should develop a street network, based on Exhibit 52 *(Located in the Map Pocket of this Document)*, that meets traffic circulation needs without sacrificing the function and quality of the City's existing and future residential neighborhoods.

*Policy T 1.10* The City shall design street improvements considering the effect on aesthetic character and livability of residential neighborhoods along with traffic engineering criteria.

*Policy T 1.11* The City shall promote citizen involvement in decisions regarding major street widening projects through the direct involvement of the area residents affected.

*Policy T 1.12* The City should coordinate its local transportation planning activities with those of associated county, regional and state agencies.

*Policy T 1.13* The City should encourage through traffic to use freeways and arterial streets rather than local residential streets. The City may implement traffic modification measures for local residential streets where reasonably warranted, including the following: one-way streets, street closures, speed bumps, raised medians, traffic circles, traffic striping and signing. The City should employ the above traffic measure only after public hearings by the Planning Commission and City Council and after making the following findings:

- The measure will provide for the health and safety of the citizenry and will not substantially impair the rendering of emergency and public services;

- The measures will not unreasonably interfere with general traffic circulation via the public rights-of-way designated as major and secondary streets in the Circulation Diagram of the General Plan;

- There is sufficient evidence to indicate that one or more of these conditions exist:

    - An abnormally high percentage of traffic is unrelated to the local neighborhood and is merely passing through;

- Street design or conditions permit excessive vehicular speeds;
- There is a separate street from the general neighborhood circulation pattern to preserve the unique character or adjacent properties, to encourage pedestrian, equestrian or non-motorized vehicular travel and/or to discourage crime, noise, air pollution, and other hazards to public safety and welfare;
- In the case of street closure, a separate factual finding must be made that the street is no longer needed as contemplated by the California Vehicle Code Section 21101.

- The measures will not unreasonably restrict access to adjacent properties nor impair the constitutionally guaranteed rights of any individual or group. Releases may be acquired as determined by the City Attorney.

- The measures will not create an unacceptable internal circulation system characterized by any excessively long dead-end or cul-de-sac street, poor aesthetics, poor drainage, difficult maintenance requirements or poor street design geometry.

*Policy T 1.14* The City should support and participate in the creation of adequate regional, multi-modal transportation systems and linkages and should support long range funding for transit and other alternative transportation modes.

*Policy T 1.15* The City should work with the railroads and state agencies to minimize the safety and congestion effects of rail line crossings of major streets.

*Policy T 1.16* The City should de-emphasize on-street parking throughout the community so the designed capacity of streets and thoroughfares can be reserved for the movement of traffic and access to adjacent land use activities.

*Policy T 1.17* The City should design all street improvement projects in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise and air quality wherever any of these factors are applicable. Citizen involvement in major street widening projects should be sought.

*Policy T 1.18* The City shall emphasize the landscaping of scenic highways, parkways and boulevards and shall support the inclusion of pedestrian and bicycle paths in appropriate locations throughout the community.

*Policy T 1.19* The City should consider the use of special design traffic control devices which reflect the historic or aesthetic character of the neighborhoods in which they are located.

*Policy T 1.20* The City should create a comprehensive detailed design for Victoria Avenue, including a landscaping plan.

**Mass Transit Goals and Policies**

**Goal T 2 To provide adequate, affordable, equitably distributed and energy efficient public transportation for the citizens of Riverside.**

*Policy T 2.1* The City should endeavor to improve transportation opportunities for the elderly, handicapped, disadvantaged and low-income groups.

*Policy T 2.2* The City should encourage the Riverside Transit Agency to expand the existing bus system and make provisions for future public transportation consistent with the Riverside Countywide Transportation Plan.

*Policy T 2.3* The City should support planning for a mix of transportation modes aimed at the effective utilization of energy resources.

*Policy T 2.4* The City should support expansions of the public transportation system to provide enhanced service to a larger geographical area. Services should be extended to urbanizing areas and to park and ride facilities in more rural areas.

*Policy T 2.5* The City should evaluate transportation alternatives versus community needs as they relate to future local, state and national guidelines for energy use.

*Policy T 2.6* The City should work with the Riverside County Transportation Commission (RCTC) to pursue the development of a commuter and/or light rail system that will serve as an intra- and inter-county public transportation system.

*Policy T 2.7* Transit stations should be located near major employment centers, in order to build support for the transit system and to reduce automobile travel to these centers.

*Policy T 2.8* The City should coordinate with the Riverside County Transportation Commission (RCTC) and other governmental entities to achieve an integrated and comprehensive transit system that will adequately service the needs of the community, and to coordinate provision of transit services with the design, construction and operation of the City's street system.

*Policy T 2.9* The City should give priority to the development of trip reduction programs and development of ride-sharing facilities over mixed flow highway capacity expansion.

*Policy T 2.10* The City should support legislation at the State and Federal levels that would allow profit received from specific ride-sharing programs to be tax exempt and to establish tax credits for van-pools which operate vehicles that use alternative fuels.

*Policy T 2.11* The City should encourage employers of 100 or more employees, as well as developers of large new developments to form Transportation Management Associations (TMAs). These TMAs should have mandatory participation by each employer and developer and should fund the development and coordination of trip reduction plans.

*Policy T 2.12* The City should consider modification of parking requirements to discourage the use of single-occupant vehicles and encourage the use of mass transit.

*Policy T 2.13* The City should support improved mass transit performance and availability. To this end, establishment of developer fees to offset transit development costs should be evaluated by the City.

*Policy T 2.14* The City should support merchant transportation incentives, which would require large retail establishments to offer customer ride-sharing incentives and require owners/managers/developers of both new and existing large retail establishments to provide facilities for non-motorized transportation needs.

*Policy T 2.15* The City should require that the development of any new special event center with capacity in excess of 10,000 include facilities for off-site parking lots, Park-n-Ride programs and incentives for mass transit use, including the sale of discounted transit passes with ticket purchases.

*Policy T 2.16* The City should develop programs to provide incentives for ridesharing, such as ramp metering, high occupancy lanes on the Riverside Freeway and downtown intercept parking.

*Policy T 2.17* The City should work with regional planning entities to relieve commuter traffic congestion through improvements in the freeway system and the regional bus systems. Special attention should be paid to mitigating the impact of commuters on the traffic flow within the City limits.

*Policy T 2.18* The City should encourage the Riverside Transit Agency to make provisions to carry bicycles on buses for those commuters who wish to use intermodal means of transportation.

**Airport Goals and Policies**

**Goal T 3 To support and expand airport services for the Riverside community.**

*Policy T 3.1* The City should adopt an airport master plan to meet the community's projected air travel needs through the year 2010. This plan should also address issues of airport compatibility with existing development.

*Policy T 3.2* The City should pursue regularly scheduled air service for the community at the Riverside Municipal Airport.

*Policy T 3.3* The City should promote and develop the Municipal Airport as a means to relieve increasing congestion at other airports.

*Policy T 3.4* The City should establish a marketing program to promote airline services once they are initiated.

*Policy T 3.5* The City should protect flight paths from inappropriate development encroachment.

*Policy T 3.6* The City should consider new access roads into the proposed commercial aviation center.

*Policy T 3.7* The City should place a high priority on air safety through careful planning and management of the airport system.

*Policy T 3.8* The City should limit building heights and land use intensities beneath airport approach and departure paths to protect public safety.

**Bicycle and Pedestrian Goals and Policies**

**Goal T 4 To provide a safe, integrated system of bicycle and pedestrian paths throughout the Riverside General Plan Area.**

*Policy T 4.1* Exhibit 53 (Page VII - 59) depicts the general location of bicycle routes in the General Plan Area. These routes should be considered in the design of transportation facilities and in the development of adjacent land uses.

*Policy T 4.2* The City should provide bicycle routes to all community and regional parks to enhance their accessibility.

*Policy T 4.3* The City should provide bicycle access to major educational, employment, shopping and other significant activity centers.

*Policy T 4.4* The City should evaluate the needs of bicycle traffic in the planning, design, construction, and operation of all roadway projects funded by the City.

*Policy T 4.5* The City should design and maintain public bicycle and pedestrian facilities for user convenience and safety.

*Policy T 4.6* The City should provide sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles where traffic volumes and conditions warrant.

*Policy T 4.7* The City should provide bicycle compatible streets with route numbers and signs at intersections to warn drivers of motorized vehicles of the potential bicycle traffic.

*Policy T 4.8* The City should design intersections for safe bicycle accommodation.

*Policy T 4.9* The City should encourage pedestrian travel through the creation of "pedestrian friendly" sidewalks and street crossings.

**Recommendations for Implementation - Transportation *(T)***

*I-T 1:* Continue to work with the State Department of Transportation and SCAG to monitor and report traffic counts throughout the City. These counts should be used to help monitor the levels of service of various roadways and to schedule roadway improvements.

*I-T 2:* Prohibit parking on key collector and arterial streets during peak commuter hours. Parking should be prohibited at all times if it interferes with the level of service of the street.

*I-T 3:* Increase the costs of non-residential parking throughout the City to discourage inefficient use of automobiles.

*I-T 4:* Schedule improvements to City streets in a manner that maximizes the levels of service on collector and arterial streets within the confines of available resources.

*I-T 5:* Work closely with the State to ensure that State roads are designed and built to accommodate demands.

*I-T 6:* Review proposed street modifications to ensure compatibility between roadways and the neighborhoods through which they are built.

*I-T 7:* Promote public involvement in the planning stages of all roadway improvements affecting existing neighborhoods.

*I-T 8:* Prior to widening existing roads, evaluate all alternatives that would accomplish the same goal of increasing traffic flow. Alternatives include, but are not limited to: adding or modifying turning and deceleration lanes; adjusting the location and/or timing of signals; using alternative roadways and alignments; and altering the traffic flow through use of swing lanes or one-way streets.

*I-T 9:* Employ necessary measures to avoid inappropriate and undesirable use of local streets by commuters. These measures may include the use of one or more of the following: one-way streets, street closures, speed bumps, raised medians, traffic circles, traffic striping and traffic signage.

*I-T 10:* In designing street improvements, include plans for landscaping, noise abatement, air quality, signage, lighting and pedestrian crosswalks. Where appropriate, these plans should include provisions for bicycle paths, pedestrian walkways and equestrian pathways.

*I-T 11:* Work with the Riverside Transit Authority to enhance services for the elderly, low income groups, the handicapped and disadvantaged. Seek to expand services to new areas as potential ridership increases.

*I-T 12:* Coordinate with mass transit providers throughout the region to provide linkages between mass transit systems.

*I-T 13:* Work with the Riverside County Transportation Commission to pursue the use of commuter or light rail for intra- and inter-County public transportation. This system should be integrated with existing bus systems and have stations located near major employment centers.

*I-T 14:* Establish a model Transportation Management Association to reduce the number of employee work trips. The City should encourage employers with at least 100 employees to establish Transportation Management Associations and guide them through the process. By July 1, 1995, the City should adopt standards for TMAs and mandate participation.

*I-T 15:* Adopt standards for the provision of bicycle racks at multi-family and non-residential facilities.

*I-T 16:* Increase incentives for ridesharing through the use of ramp metering, high occupancy vehicle lanes, higher parking costs, limited parking availability and park-and-ride facilities.

*I-T 17:* Coordinate with the Riverside County Airport Land Use Commission to ensure compatibility between airport operations and development of affected property.

*I-T 18:* Develop a system of bicycle routes generally corresponding to Exhibit 53 (Page VII - 59). This system should link parks, open spaces, schools, and other significant activity centers such as major employment and shopping centers. Where bicycle routes follow streets, bicycle traffic should be separate from automobile traffic wherever practical. Bicycle lanes should be clearly marked and all intersections along bicycle routes should be clearly marked to warn drivers of motorized vehicles of potential bicycle traffic.

*I-T 19:* Coordinate with Riverside County Transportation Commission, SCAG, WRCOG, and the State Department of Transportation to develop a Congestion Management Plan and pursue development of a commuter and/or light rail system.

**Exhibit 52: Streets and Highways Diagram** *(Located in the Map Pocket of this Document)*

**Exhibit 53: Bicycle Routes**

*I-T 20:* Coordinate with local employers and operators of commercial centers to implement trip reduction programs.

*I-T 21:* Coordinate with the Riverside County Transportation Commission to support the needs for and promote the use of mass transit in Riverside. The City should serve as a liaison to coordinate bus routes with public service agency sites.

*I-T 22:* At such time as a right-of-way is identified for potential abandonment, the City should review it for possible usage as a linkage for recreation or bicycle uses.

## *D. Noise Element*

The Noise Element identifies and appraises *"noise problems in the community ... [recognizes] the guidelines established by the Office of Noise Control in the State Department of Health and Services and [analyzes and quantifies] ... current and projected noise levels for all of the [sources identified by the State]." (Government Code Section 65302.(f))*

This Element lists goals, policies and recommendations for implementation. Goals describe a desired state of affairs for the future. They are broad public purposes toward which policies and programs are directed. Policies are statements of government intent against which individual actions on decisions are evaluated. Recommendations for implementation propose specific actions which Riverside may choose to take in achieving the goals of the General Plan.

### *1. Noise*

Noises play a significant role in shaping the quality of life in a city, directly affecting its public and economic well being. While noises are an unavoidable aspect of city life, their negative impacts can be reduced. Riverside can ameliorate the effects of noise by coordinating the locations of various land uses and employing various design features such as noise buffers.

**Key Noise Issues**

Minimizing Noise Impacts from Transportation Facilities. How can Riverside maintain a first-rate transportation system and a quiet livable environment? Riverside's transportation system is the most pervasive source of noise in the community. Growth and resultant increases in traffic are likely to increase the noise output from the transportation system. Riverside should mitigate the impact of noise from streets, railroad lines, and aviation operations to reach the goals of a "*Quality City*".

Minimizing Noise Impacts from Industrial Facilities. How can Riverside attract a diverse mix of employers without impinging on its quiet neighborhoods? Many commercial and industrial operations are inherently noisy. Riverside should expand its employment base to achieve the goals of this Plan. To preserve the integrity of its neighborhoods, while expanding its employment base, the City should provide for and buffer industrial and residential uses.

**Effects of Noise**

Excessive noise levels can have adverse effects on the physical and mental health of people, as well as their enjoyment of the environment and their pursuit of work and leisure activities. Some of these effects are difficult to measure because individuals vary widely in their sensitivity to noise. Still, these effects are very real and significant. Excessive noise can lead to:

- Permanent deterioration in hearing ability. Although hearing loss normally occurs only after prolonged exposure to intensive noise, longer term exposure to moderately loud sounds has been known to cause hearing degradation.

- Numerous stress related physiological changes in the body, such as vascular construction and blood elevation. Usually these stress reactions to noise (particularly noises above the level of 80 dBA)[4] are only temporary, but if high noise levels are common, some of these effects may become chronic.

- Sleep disturbance and resulting fatigue. A sleeper may be unaware of the ways in which sleep is interrupted by noise. A noise that is not sufficient to wake an individual may still impair the quality of sleep, leaving the individual tired despite having slept a sufficient number of hours.

In addition to the health costs, unabated noises can directly affect the economy of a city by reducing property values, tax revenues and the ability of a city to attract quality residential and non-residential investment. Airports, industries, railroads and arterial streets can contribute greatly to the prosperity of a city, but they can also limit the usefulness and value of properties subject to their spill-over noises. By identifying key sources of noise in the community and abating their impacts on noise sensitive land uses, Riverside can enhance the high quality of life its residents already enjoy.

**Current Sources of Noise**

As in most cities, transportation systems are the most pervasive source of noise in the City of Riverside. In addition to traffic noise, industrial activities generate substantial noise. Exhibit 15 (Page ? - ?) illustrates existing contours of Community

[4] dB - Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA - The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness through the noise is actually ten times more intense.

Noise Equivalent Levels (CNEL)[5] of 60 dB or more. This level reflects the State's recommended limit for exterior noise levels for residences. Appendix D *(Under Separate Cover.)* lists measurements of noise levels throughout the City. Primary roadway sources include vehicle traffic on State Routes 91, 60, and 215. Sound levels were measured at up to 77 Ldn/CNEL at the residential building setback along SR 91, and up to 68 Ldn/CNEL at the survey locations along SR 60.

A large portion of the existing urbanized area of the City is impacted by a noise level of 55 dB CNEL or greater, including considerable amounts of land devoted to residential uses. An approximately 1.5 mile wide noise impacted corridor extends the length of the City in a north/south direction and is situated adjacent to such major transportation routes as the Riverside Freeway, Magnolia Avenue, and the Santa Fe Railroad. Other noise impacted areas are situated along both sides of the Escondido Freeway, the Union Pacific Railroad, and around the Riverside Municipal Airport.

Aircraft from March Air Force Base have significant impacts on the City. March Air Force Base is a major contributor to the noise environment on the east side of the City of Riverside. Sound levels of 65 to 80 dB CNEL from the aircraft operations have been recorded in Riverside. The areas most impacted by this source are Canyon Crest, Sycamore Canyon, and Alessandro Hills.

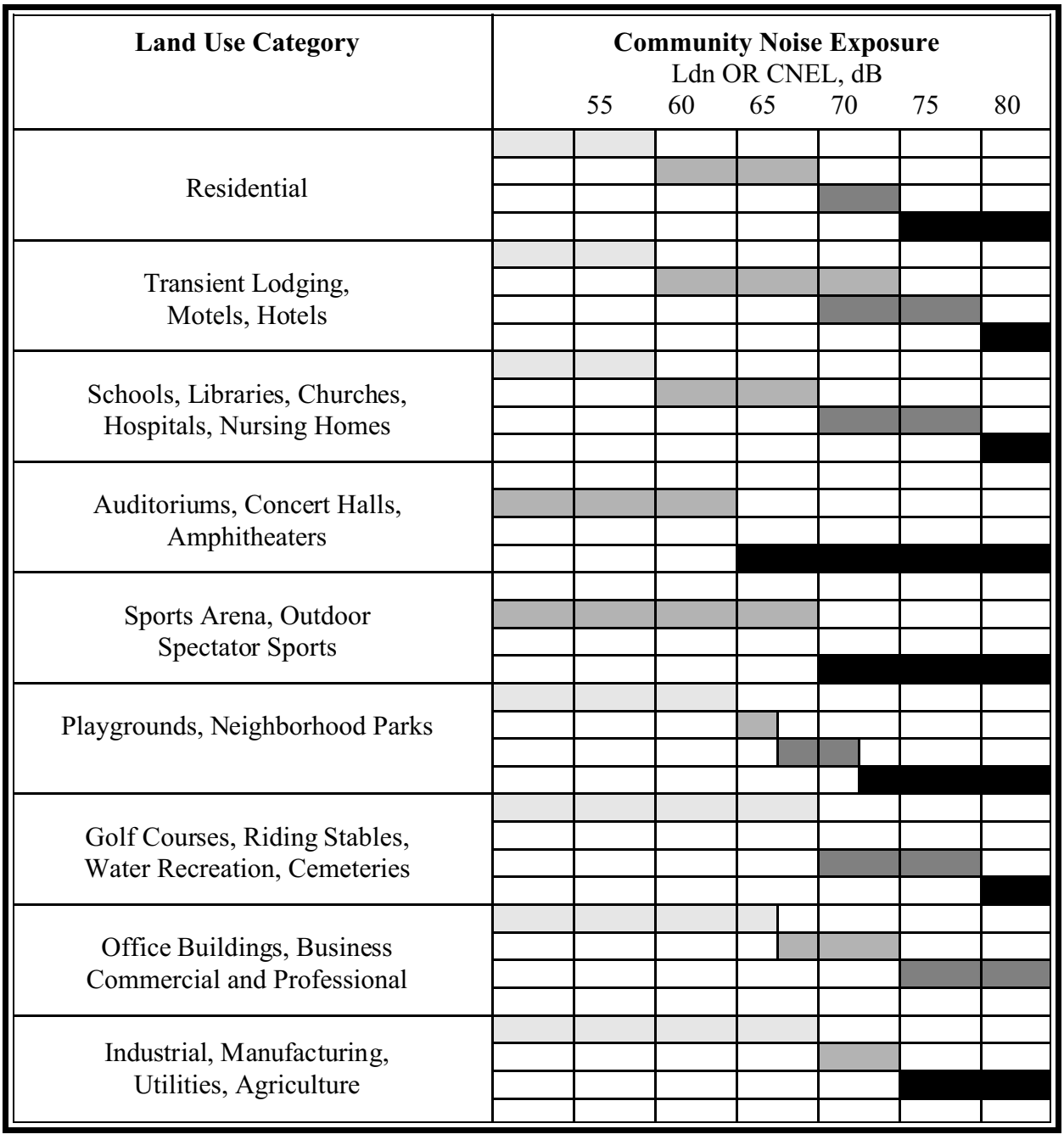
In the industrial areas along Jefferson Street, sound measurements were taken adjacent to the residence at 2809 Jefferson. The sound levels, due primarily to mechanical equipment and other sources at the nearby industrial plant, were measured at approximately 55 dBA, which corresponds to a CNEL of 62 dB based on a 24 hour operation. The noise is variable and was reported to be louder sometimes than during the measurement period. Various industrial facilities are located in this area in the vicinity of existing residences.

At the residential property line across Cypress Street from the Rohr Plant, a relatively high level of industrial noise, in the range of 67 dBA, was measured. This level corresponds to a Ldn/CNEL of 74 dB based on 24 hour operation of the plant, and is well above the State's recommended standards illustrated in Exhibit 54 (Page VII - 63).

Experience in various communities indicates that low frequency noise from industrial plants can be a source of annoyance at locations over one-half mile away. Low noise carries over such distances because it is not greatly attenuated by atmospheric effects. The reaction of people to industrial plant noise, and other community noise, is dependent on the environmental setting, the climatic conditions, previous experience of the community, and the character of the noise.

[5] The CNEL sound weighting was used throughout the analysis in this element. CNEL sound weighting will typically be similar to the Ldn, day/night average weighting. However, CNEL and Ldn are not necessarily equivalent.

**Exhibit 54: Maximum Noise Levels for Various Land Uses**




**Normally Acceptable**
Specified land use is satisfactory based upon the assumption that any buildings involved are or normal conventional construction, without any special noise insulation requirements.

**Conditionally Acceptable**
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

**Normally Unacceptable**
New construction or development should be discouraged. If it does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

**Clearly Unacceptable**
New construction or development clearly should not be undertaken.

Source: California Department of Health, Office of Noise Control. Feb. 1976.

**Projected Noise**

The contours mapped in Exhibit 55 (Page VII - 65) represent Community Noise Equivalent Levels (CNEL) of 60 dB CNEL or more for development conditions in the year 2010. The 60 dB CNEL contours reflect the recommended limit for exterior noises at residences. Sample streets with 55 dB CNEL contours are provided for reference.[6] Traffic conditions responsible for noise contours are based on traffic that would likely result from the development, through the year 2010, of land uses illustrated on the Land Use Diagram *(Located in the Map Pocket of this Document)*.

The contours were developed from sound measurement data collected by General Plan Consultants, Earth Metrics, Inc., with adjustment for projected traffic increases to the year 2010. The measurements were taken along state highways, arterials and at sensitive receptor locations. Contours related to air traffic were derived from information provided by the City of Riverside concerning aircraft noise.

Review of the noise contour values in relation to land uses shown on the Land Use Diagram reveals the following:

- Relatively high sound levels will occur at parcels along SR 91 south of Arlington Avenue and also along the Atchison Topeka and Santa Fe Railroad. These are areas with existing medium density residential development.

- Sound levels in excess of 70 and 65 dB CNEL from March Field aircraft operations will occur at various developed residential parcels and in excess of 65 dB CNEL for some areas designated for low density residential use.

- Sound levels over 60 dB CNEL will occur at existing medium density and moderate hillside residential parcels near the Riverside Airport and along some of the local roadways including Magnolia Avenue, Arlington Avenue, La Sierra Avenue, and Jackson Street.

**Noise Mitigation**

Careful coordination of land uses is a primary tool for minimizing the impacts of urban noises on a community. Zoning can be used to separate land uses that are sensitive to noises from noise generators. As illustrated in Exhibit 54 (Page VII - 63), land uses sensitive to noises include residences, religious institutions, schools, hospitals and some recreational uses. Noise generators include streets, railroads, airports and industrial activities. The existing noise measurements listed in Appendix D *(Under Separate Cover.)* and the projected noise contours illustrated in Exhibit 55 (Page VII - 65) have guided the development of the land use and transportation elements. Wherever possible, noise generators such as major streets and industrial areas have been separated from noise sensitive land uses.

[6] Streets of similar function with generally similar traffic volumes will tend to have similar noise contours. Therefore, the sample 55 CNEL contours may be used to predict the 55 CNEL noise level in other parts of the City.

**Exhibit 55: Projected Noise Contours**

In addition to separating noise generators from noise sensitive land uses, the impacts of noises can be reduced through a variety of structural techniques. Roadway noise can be mitigated by the use of sound walls, vegetative or structural buffers, building orientation, localized barriers, and insulation measures applied to affected buildings. The location of new roadways can dramatically affect community noise levels. In general, industrial noise can be mitigated at the source through the use of sound walls, noise source muffling, buffering techniques and good site design. However, the effectiveness of sound walls is limited when the source is of very low frequency or is elevated.

In some areas with existing or potential noise conflicts, protecting the noise receptor is often more efficient than muffling the noise generator. The City can play a key role in ensuring that residences within the 60 dB CNEL noise exposure contour are adequately insulated from external noises.

In summary, Riverside has numerous opportunities to mitigate noise impacts through sound planning and active noise abatement. By coordinating the locations of streets and various land uses, by employing strict site design standards and by requiring appropriate building techniques, the City can minimize the deleterious effects of noise and maintain its high quality of life.

**Noise Goals and Policies**

**Goal N 1** **To minimize noise levels throughout the community and, wherever possible, mitigate the effects of noise to provide a safe and healthy environment.**

*Policy N 1.1* The City should improve noise abatement and control measures within residential neighborhoods and areas adjacent to industrial areas, major transportation corridors and air traffic facilities.

*Policy N 1.2* The City should adopt standards for maximum permissible levels and durations of noise emanating from various stationary sources by land use category. Noise abatement should not impose undue financial hardship on residential property owners or community business interests. Standards shall be based on the general guidelines shown in Exhibit 54 (Page VII - 63).

*Policy N 1.3* The City should avoid locating noise sensitive land uses such as hospitals, schools and homes in existing and anticipated noise impacted areas without using noise reduction techniques.

*Policy N 1.4* The City should avoid locating noise generating facilities in proximity to areas devoted to noise sensitive land uses.

*Policy N 1.5* The City should encourage the State Department of Transportation to mitigate the noise from existing and planned highway segments and interchange projects.

**Goal N 2 To make maximum use of existing City regulatory processes and resources to control noise.**

*Policy N 2.1* The City should prohibit annoying, excessive and unnecessary noise from all sources which are subject to its regulatory powers.

*Policy N 2.2* The City shall maintain City vehicles and equipment in good condition, with appropriate muffler devices to minimize noise emissions.

*Policy N 2.3* The City shall be responsive to noise complaints and concerns from the community by assigning City staff to the investigation of noise complaints.

*Policy N 2.4* The City shall make available to its residents information about controlling interior and exterior acoustic environments.

*Policy N 2.5* The City shall continue to require environmental analyses for new development projects, according to the City of Riverside and California environmental regulations, to address noise concerns.

*Policy N 2.6* The City shall consider noise concerns in evaluating all proposed development decisions and major roadway projects.

**Recommendations for Implementation - Noise *(N)***

*I-N 1:* Designate a specific individual or department within the City to be responsible for enforcement of local noise control regulations. Citizens of the City of Riverside should be apprised of where and how noise complaints may be registered.

*I-N 2:* Encourage the development of mass transit facilities to decrease dependence on automobiles, reduce noise in the community and achieve other environmental goals regarding air quality and energy.

*I-N 3:* Limit trucking to specific routes, times and speeds.

*I-N 4:* Evaluate the potential effectiveness of installing noise barriers at sites found to be subject to repeated complaints about excessive noise.

*I-N 5:* Maintain roadways to minimize noise impact, since cracks and potholes can cause noises that are annoying to the ear. Care should be taken in selecting the surfacing material; for example, a new 3/8 inch chip seal is 4 to 5 dBA noisier than a smooth asphalt surface.

*I-N 6:* Require construction equipment to be fitted with appropriate mufflers.

*I-N 7:* Incorporate noise reduction techniques, including buffer space, in the design of all planned arterials.

*I-N 8:* Coordinate aircraft noise control activities, including building insulation for new projects, with the local Airport Land Use Commission.

*I-N 9:* Establish and enforce a noise ordinance that contains both numerical limits and general nuisance provisions for "noise that would annoy a reasonable person". Numerical limits provide a basis for design of solutions to specific predictable noises. General nuisance provisions can deal with intermittent noises, noises that occur at inappropriate times of day and other offensive noises that are not easily quantified.

*I-N 10:* Enforce the California Noise Insulation Standards, Title 24, which apply to new multifamily dwellings and to certain single-family dwellings. In addition, the same interior maximum noise level limit, i.e., 45 dB CNEL, should be applied to <u>all</u> new residential projects.

The Title 24 Standards mandated by the State of California apply to all new multi-family residential developments. The Title 24 standards identify an exterior criterion value of 60 dB CNEL. If the exterior sound is above this level, analysis is required to determine the noise mitigation measures required to achieve an interior level of 45 dB CNEL or below. Title 24 also specifies minimum values for the sound insulation afforded by interior common partitions separating different dwelling units from each other, and from common space. A copy of the Title 24 standards is included herein as Appendix D *(Under Separate Cover.)*.

*I-N 11:* Adopt noise level compatibility standards for various land uses, in accordance with the State of California guidelines (see Exhibit 54 (Page VII - 63)). Outlines and discussion of representative mitigation measures to achieve consistency with the standards are given in Appendix D *(Under Separate Cover.)*.

*I-N 12:* Continue to enforce existing California regulations on vehicle noise emissions since vehicular noise is Riverside's major noise source.

*I-N 13:* Continue to enforce existing speed limits, review speeds on certain roads and consider reducing speeds on roads where noise is an issue.

*I-N 14:* Require sound buffers (particularly landscaped buffers), open space, or other mitigation measures between noise sources and residential areas.

*I-N 15:* Require placement of fixed equipment, such as air conditioning units, inside an enclosed space, or in shielded locations. Also require the placement of rooftop equipment at an appropriate setback from property lines, or in acoustically treated mechanical rooms or in shielded equipment wells, to meet noise standards and minimize disturbance potential.

*I-N 16:* Require noise studies for projects with significant noise generation or conflict potential. As a general guideline, these would include: (a) projects which add more than ten percent to the volume of average daily traffic of any arterial street, (b) add 1,000 or more vehicles in the peak hour on adjacent roadways, or (c) are next to a roadway with a peak hour design capacity greater than 1,000 vehicles per hour.

Any use involving railroad activity, truck activity, commercial loading/unloading activity, loud speaker use or other activities which result in a significant change in noise levels in residential, hospital, school, park, commercial, professional or open space areas should be required to submit a noise study. Examples include automobile body shops, outdoor animal keeping, heavy equipment rental and operation, car washes, drive-in restaurants, raceways and shooting ranges.

## *E. Housing*

The Housing Element identifies and analyzes *"existing and projected housing needs and [states] goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. [It identifies] adequate sites for housing, including rental housing, factory built housing, and mobile homes, and [makes] adequate provision for the existing and projected needs of all economic segments of the community." (Government Code Section 65583).*

The availability of housing is an essential component of the "*Quality City*" Plan for Riverside. Goals and policies in many General Plan Elements support the City's efforts to address four key housing issues: the availability of an adequate housing supply; the provision of housing affordable to residents; the provision of housing accessible to all, particularly residents with special needs; and the conservation of existing housing stock and neighborhoods.

The City of Riverside adopted the Housing Element of the General Plan on June 20, 1989. That Housing Element was reviewed by the California Department of Housing and Community Development (HCD). Its adequacy was certified for five years by HCD on April 17, 1989. The State commended the City for its efforts to provide more than its share of multi-family housing, to promote equal housing opportunity and to encourage energy efficiency through its Housing Element.

The 1989 Housing Element has been reviewed to determine whether it should be amended in light of the data generated in connection with this General Plan update. It was determined that no amendments are needed at this time and that the 1989 Housing Element is internally consistent with the other elements of the General Plan.

The Housing Element, in its entirety, is found in Appendix B *(Under Separate Cover.)* of this General Plan document. The goals and policies presented below are excerpted verbatim from the 1989 Housing Element. In this section, two formatting changes have been made to facilitate comparison with the goals and policies in the other Elements of the General Plan. The "goals" found below are termed "objectives" in the Housing Element text. Second, the goals and policies have been numbered so they are consecutive with those in other Elements of this General Plan. These non-substantive changes have been made in the section below to conform this section to other General Plan Elements. They do not nor should they be interpreted to change, in any way, the City's intent or direction as expressed in the Housing Element adopted in 1989.

**Housing Goals and Policies**

**Goal H 1** **To provide sufficient numbers of dwelling units to accommodate expected new household formation, to replace that portion of the housing stock lost through normal processes of attrition and to provide for vacancy rates, both for sale and rental, which optimally balance both economic and social considerations.**

*Policy H 1.1* Provide for a mix of housing types, including conventional, mobile home, and apartment housing within a variety of price ranges which will ensure a range of housing alternatives within the City and enable the City to achieve consistency with the City's share of the regional housing need as determined in the 1988 Regional Housing Needs Assessment (RHNA).

*Policy H 1.2* Regulate the conversion of existing rental apartment housing and mobile home parks to condominium or cooperative housing in order to prevent a decline in the supply of rental housing. Particular emphasis should be given to minimizing hardships created by the displacement of lower and moderate income households.

*Policy H 1.3* Discourage the conversion of existing mobile home developments to other than residential uses in order to maintain a valuable source of affordable housing.

**Goal H 2 To ensure the opportunity for all households in the City to obtain affordable housing suitable to their particular needs.**

*Policy H 2.1* Promote efforts to slow the rising costs of new and existing housing.

*Policy H 2.2* Provide timely processing of development related procedures, particularly plan check, with fees sufficient only to cover actual costs incurred by the City.

*Policy H 2.3* Protect and expand the range of housing opportunities available by location, price and tenure to lower and moderate income households.

*Policy H 2.4* Minimize processing costs associated with the development of housing affordable to lower and moderate income households.

*Policy H 2.5* Continue to set aside tax increments from Redevelopment areas for low and moderate income housing purposes in a manner consistent with State Redevelopment Law.

*Policy H 2.6* Encourage the development of affordable live-work housing for visual and performing artists.

**Goal H 3 To eliminate housing discrimination in Riverside.**

*Policy H 3.1* Pursue programs that will reduce the incidence of housing discrimination within the City.

**Goal H 4 To assure adequate accessibility to appropriate housing for physically disabled residents of the City.**

*Policy H 4.1* Promote the development and rehabilitation of housing specifically designed to satisfy the needs of the physically disabled.

**Goal H 5** **To provide for the protection of landlord and tenant rights.**

*Policy H 5.1* Promote efforts to inform landlords and tenants of their respective housing rights.

**Goal H 6** **To provide adequate rental apartment housing in close proximity to the City's four major educational institutions (i.e., the University of California, Riverside, California Baptist College, the La Sierra Campus of Loma Linda University and Riverside Community College) in order to provide for the housing needs of the City's substantial student population.**

*Policy H 6.1* Encourage the construction of new rental apartment units and retention of the existing rental housing stock within walking and bicycling distance (1 mile) of the City's major higher education facilities and each of the City's six major statistical areas as identified in the City's adopted Condominium Conversion Ordinance.

*Policy H 6.2* Discourage the construction of new condominium units within walking and bicycling distance (1 mile) of the City's major higher educational facilities when low rental vacancy rates exist in the area.

*Policy H 6.3* Discourage zone changes to allow lower density or non-residential uses on vacant land planned and/or zoned for multiple-family residential uses within walking and bicycling distance (1 mile) of the City's major higher educational facilities.

*Policy H 6.4* Encourage the construction of new rental apartments and retention of existing and future rental stock in close proximity to the City's major higher educational facilities by encouraging the continued use of Mortgage Revenue Bonds or equivalent programs to help provide an adequate supply of multiple-family housing rental units in these areas.

*Policy H 6.5* Accommodate additional demand for rental housing in the University Community resulting from projected enrollment growth at the University of California, Riverside.

*Policy H 6.6* Consider the future expansion needs of the City's universities and colleges in evaluating the appropriateness of the City's sewer allocation policies as they pertain to multiple family residential hookups.

**Goal H 7** **To provide for the housing needs of the elderly population.**

*Policy H 7.1* Recognize the unique characteristics of elderly households by promoting efforts in furtherance of their special needs.

**Goal H 8** **To provide adequate shelter opportunities for those families and individuals who are either homeless or at risk of becoming homeless.**

*Policy H 8.1* Support efforts to better define both the size and composition of the homeless population in order more accurately to assess existing and future needs.

*Policy H 8.2* Actively support a multi-jurisdictional comprehensive approach in addressing the needs of the homeless.

*Policy H 8.3* Provide for and facilitate the provision of temporary emergency shelter within the framework of the County's adopted Comprehensive Homeless Plan and State law.

*Policy H 8.4* Make every effort to obtain available state and federal funding to assist programs that provide services for the homeless.

*Policy H 8.5* Comply with the mandate of Assembly Bill 1996 by identifying adequate sites to accommodate both long term emergency and transitional shelters.

*Policy H 8.6* Consider non-traditional forms of providing low income housing for the homeless.

**Goal H 9** **To provide sound quality housing and desirable neighborhoods citywide.**

*Policy H 9.1* Promote the maintenance of existing sound quality housing.

*Policy H 9.2* Promote the revitalization and rehabilitation of substandard residential structures.

*Policy H 9.3* Provide adequate public facilities and services in all neighborhoods of the City including older deteriorating neighborhoods, sound existing neighborhoods and newly developing areas.